VOL. CCXXV, No. 2931
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Regd

THE SPHERE
With which is incorporated "BLACK & WHITE"
JUNE 2, 1956

The SPHERE

with which is incorporated The GRAPHIC

– THE WORLD'S NEWS IN PICTURES

BULMER'S
POMAGNE

BY APPOINTMENT TO H.M. THE QUEEN
CIDER MAKERS H. P. BULMER & CO. LTD, HEREFORD
CHAMPAGNE CIDER
Also in Baby Bottles

F M
Fortnum & Mason
for the everyday necessity
the occasional extravagance

TRADE MARK
BEER AT ITS BEST
TENNENT'S LAGER
ENJOYED THE WORLD O'ER
J. & R. TENNENT, LTD.,
WELLPARK BREWERY,
GLASGOW.

Drambuie
THE DRAMBUIE LIQUEUR CO., LTD., YORK PLACE, EDINBURGH.

SHERRY
GONZALEZ
TIO PEPE
(Regd. Trade Mark)
PRODUCE OF SPAIN

Oh for some
Optrex
IT SOOTHES AND STRENGTHENS THE EYES

Beautiful
Silk Ties
in original designs
THE WHITE HOUSE
51 NEW BOND STREET · LONDON · W.1

Lindt
THE CHOCOLATE OF THE CONNOISSEUR
CHOCOLAT LINDT
ROD. LINDT FILS
ESTABLISHED 1879

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

ILFORD COLOUR FILM

Montserrat, Spain

the best for faces and places

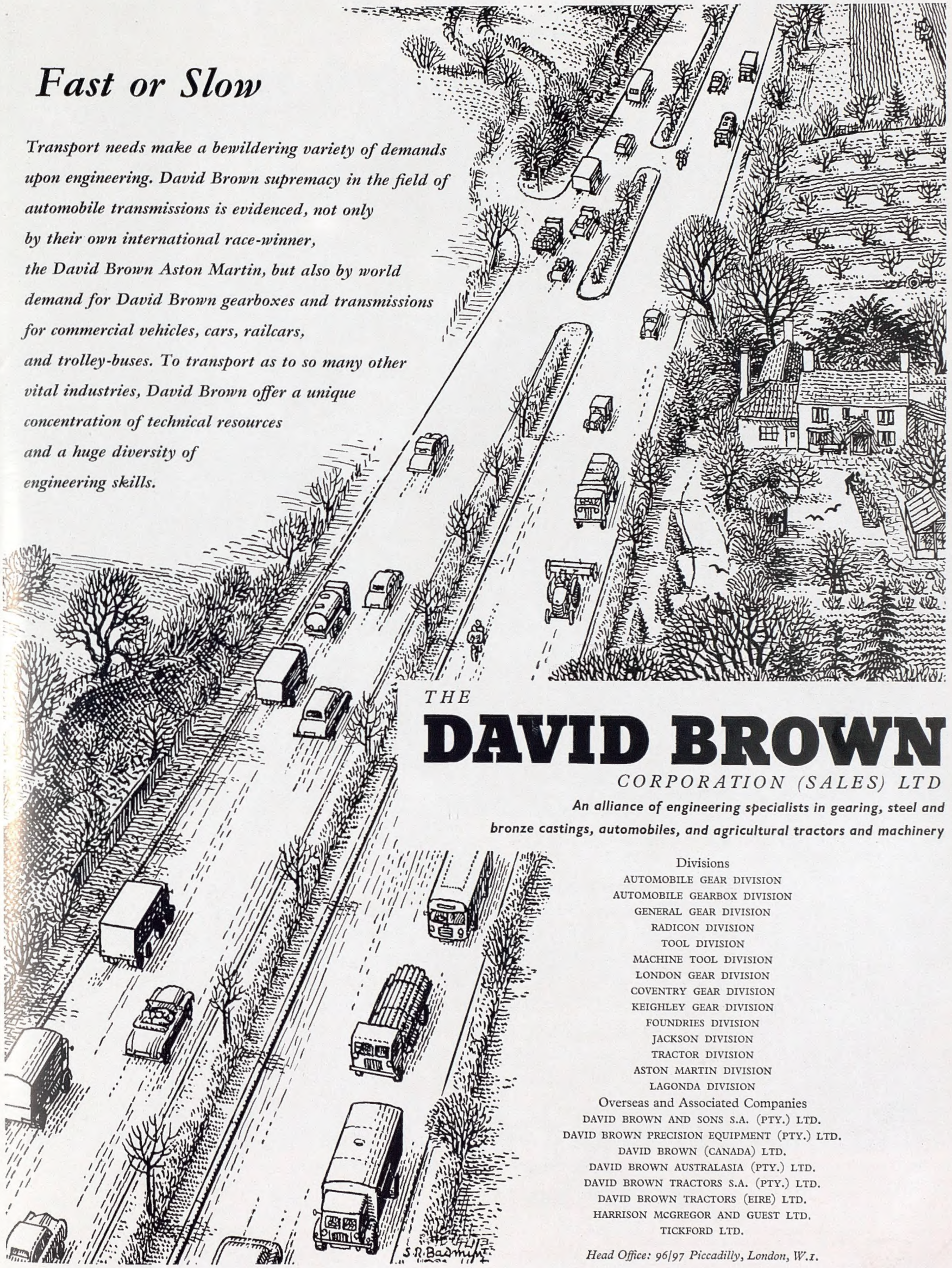
True-to-life colour snaps and colour prints, too!

Faces and Places take on a new magic when you capture them on Ilford Colour Film with a 35mm. camera. It's just as easy to take good photographs in colour as in black-and-white . . . and, of course, the results are so much more true to life.

Each cassette of Ilford Colour Film gives you twenty exciting colour transparencies—and from the best of them you can get magnificent postcard-size Ilford Colour Prints for your album or your friends. They cost only 10/- for four. So make sure you say Ilford Colour, every time.

Fast or Slow

Transport needs make a bewildering variety of demands upon engineering. David Brown supremacy in the field of automobile transmissions is evidenced, not only by their own international race-winner, the David Brown Aston Martin, but also by world demand for David Brown gearboxes and transmissions for commercial vehicles, cars, railcars, and trolley-buses. To transport as to so many other vital industries, David Brown offer a unique concentration of technical resources and a huge diversity of engineering skills.



THE

DAVID BROWN

CORPORATION (SALES) LTD

An alliance of engineering specialists in gearing, steel and bronze castings, automobiles, and agricultural tractors and machinery

Divisions

AUTOMOBILE GEAR DIVISION
AUTOMOBILE GEARBOX DIVISION
GENERAL GEAR DIVISION
RADICON DIVISION
TOOL DIVISION
MACHINE TOOL DIVISION
LONDON GEAR DIVISION
COVENTRY GEAR DIVISION
KEIGHLEY GEAR DIVISION
FOUNDRIES DIVISION
JACKSON DIVISION
TRACTOR DIVISION
ASTON MARTIN DIVISION
LAGONDA DIVISION

Overseas and Associated Companies

DAVID BROWN AND SONS S.A. (PTY.) LTD.
DAVID BROWN PRECISION EQUIPMENT (PTY.) LTD.
DAVID BROWN (CANADA) LTD.
DAVID BROWN AUSTRALASIA (PTY.) LTD.
DAVID BROWN TRACTORS S.A. (PTY.) LTD.
DAVID BROWN TRACTORS (EIRE) LTD.
HARRISON MCGREGOR AND GUEST LTD.
TICKFORD LTD.

Head Office: 96/97 Piccadilly, London, W.1.

By Appointment to Her Majesty Queen Elizabeth II
Manufacturers of Land-Rovers
The Rover Co., Ltd.

ROVER REVIEWED

JOHN EASON GIBSON, *leading British motoring writer had this to say of the Rover in Country Life (1.3.56).*

"The Rover is one of those cars to which one becomes more and more attached as the miles are covered . . . it combines, to an unusual extent, comfort, silence, performance and economy. Allied to these qualities is an outstanding impression of refinements, sadly lacking in so many modern cars. A stranger to the car would be surprised at finding out how high an average speed he was maintaining without having made any conscious effort to drive fast."

THE AUTOCAR *(23.9.55), summed up Rover quality as follows :*

"No other manufacturer in the price range could justly claim a higher standard of workmanship, of good taste or of mechanical refinement on the road."

ROVER

ONE OF BRITAIN'S FINE CARS

The range includes the famous 90, *the* 75 *and the 2-litre* 60

THE ROVER COMPANY LIMITED · SOLIHULL · WARWICKSHIRE also DEVONSHIRE HOUSE · LONDON

CVS-317

Volume CCXXV No. 2931

The SPHERE, London, June 2, 1956

The SPHERE

with which is incorporated THE GRAPHIC

A ROYAL VISIT TO OUNDLE SCHOOL—THE QUEEN MOTHER WALKS THROUGH THE LARGE CROWD IN THE GROUNDS OF THE SCHOOL DURING HER VISIT FOR ITS QUATERCENTENARY : Behind Her Majesty are Mr. A. D. B. Pearson, the Master of the Grocers' Company ; the Duke and Duchess of Gloucester, and Mr. G. H. Stainforth, the Headmaster. The Royal guests were present in the school chapel for the dedication of new East Windows, after which the Queen Mother opened a new pavilion.

When the Queen Mother went to Oundle last Saturday for the quatercentenary of the famous public school in Northamptonshire, she was accompanied by the Duke and Duchess of Gloucester, with whom she was spending the week-end at Barnwell Manor. Oundle School was founded in 1556 under a bequest left for the purpose to the Grocers' Company by Sir William Laxton, Lord Mayor of London. Her Majesty was received by the Headmaster, Mr. G. H. Stainforth, and Mr. A. D. B. Pearson, the Master of the Grocers' Company, for the Master, Warden and Court of Assistants of the Company are still the school's governors. The Royal visitors went first to the school chapel, where new East Windows were dedicated by the Bishop of Fulham, the Right Rev. R. W. Stopford, who was formerly a housemaster at the school. Then, after a luncheon, the Queen Mother opened a new pavilion in the grounds. Earlier in the day Her Majesty had attended a service in Oundle Parish Church and visited Laxton School, which is the original foundation from which the public school developed and is still supported by it.

Postage—Inland, 3d. ; Canada, 1½d. ; Elsewhere Abroad, 2½d.

The SPHERE with which is incorporated THE GRAPHIC

Vol. CCXXV, No. 2931. June 2, 1956

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

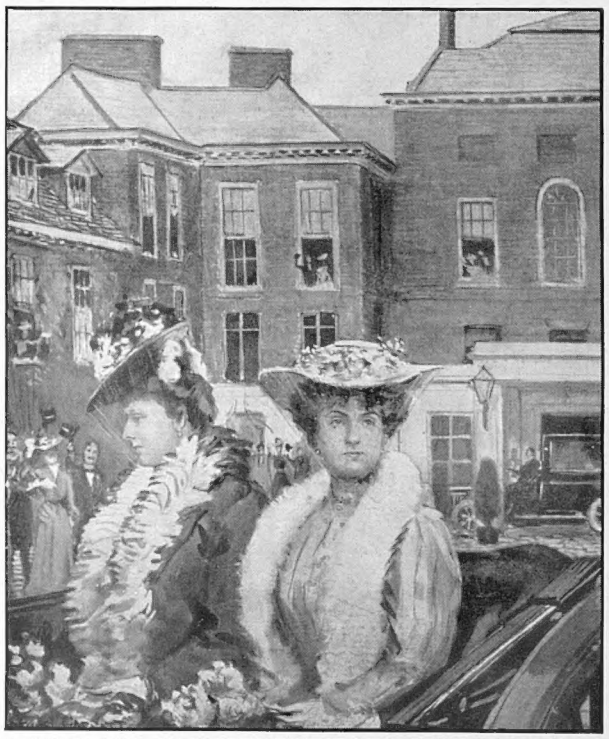
Postage Rates for this Issue—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscriptions to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire are* £6 1*s.* 6*d.; 6 months and Christmas Number,* £3 3*s.; 6 months without Christmas Number,* £2 18*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.* 6*d.,* £2 19*s.* 6*d. and* £2 15*s.: and for elsewhere Overseas* £5 19*s.*, £3 1*s.* 9*d. and* £2 17*s.* 6*d. Terms include postage.*

Conditions of Sale and Supply.—*This periodical is sold subject to the following conditions—namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of* 2*s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.*

FROM "THE SPHERE" OF 50 YEARS AGO



PRINCESS ENA OF BATTENBERG LEAVES KENSINGTON PALACE FOR HER MARRIAGE TO THE KING OF SPAIN: Her Royal Highness (sitting on the right) is starting her journey to Madrid for her wedding with King Alphonso XIII. On the day of the ceremony a bomb was thrown at the bridal coach during the procession through the Spanish capital. King Alphonso gave up his throne, without any formal abdication, in 1931 and died in Rome ten years later. His Queen now lives in Switzerland. Her father was Prince Henry of Battenberg and her mother Princess Beatrice, daughter of Queen Victoria. Their child who became Queen of Spain was born in Scotland in 1887.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

A London Newsletter

195–198, STRAND, W.C.2.

Max Beerbohm.—I am not an autograph-hunter, though the owner of a very large collection, and once only in my life have I asked an author to autograph a copy of one of his books. That was in June 1943, and the author wrote: "I am so glad you like this book, many thanks from Max Beerbohm." I remember with pleasure my meeting with him and our brief conversation and his modesty and quiet voice. The book I chose to put before him from "the works of Max Beerbohm" on my shelf was an early one, *More*, published by John Lane in 1899. The essays in it reveal very clearly his "young self"; they appeared first in the *Saturday Review*, *Outlook*, *Tomorrow* and *Daily Mail*. In my schooldays and Oxford days they all delighted me and still do so. How good they are, how bright is their finish still. *Some Words on Royalty*, *Arise, Sir* ——, *Pretending*, *An Infamous Brigade*, *If I were Ædile*, *The Case of Prometheus*—we read them aloud and quoted them. And now for at least thirty years the brilliant amateur, the *petit maître*, has had his niche in the Valhalla of Old Masters, never abandoning his modesty and that golden sense of humour that makes all forms of pretension ridiculous and unthinkable. But some of those essays give the clearest indication of what life does to successful men, and how sometimes it compels them to bow down in the House of Rimmon. *Some Words on Royalty* and *Arise, Sir* —— might suggest that the younger Max had republican sympathies, at least was not averse from laughing at some of the late Victorian court conventions and the largesse of the Fountain of Honour. "Knighthood is a cheap commodity. It is modern Royalty's substitute for largesse and it is scattered broadcast. Though all sneer at it, there are few whose hands would not gladly grasp the dingy patent. . . . Knighthood may become one of the lighter punishments of the Law. 'Forty shillings or a knighthood.'" He lived to pay the fine. He arose Sir Max. He deserved a heavier fine. He could have been rightly convicted of a more serious crime. He was a master of his craft. You may not realise it, for he was *not* a master of that "excellent modern substitute," the craft of self-advertisement.

"Resigning Honours."—On the eve of another Honours List, the reasons given in a letter to *The Times* for the decision of the Ceylon Government to resign and do away with all Honours (imperial or local) are worth consideration in England. The writer made it clear that the decision was not due to anti-British feeling, but due to the fact that the U.N. Party, when in power, had shown gross partiality to its own supporters in local honours and imperial recommendations, and that the bulk of the recipients did not deserve them. He added: "When this country was a colony, the British gave away knighthoods and the like very sparingly, and there were not more than five or six; now there are about twenty. Honours are now a subject for columnists' jokes." In this country the half-yearly Honours Lists by their very bulk are proof that every effort is made to be impartial and democratically to embrace every sphere of national life and usefulness. At the same time, that gigantic effort defeats at least one object in the bestowal of Honours. It cheapens the distinctions. "When everybody's somebody, then no one's anybody." Others besides columnists have, of late, returned to the old jibe about broadcast knighthoods. Once they could practically be bought cash down. To-day they are handed out to cricketers, jockeys, funny men, and what not—all worthy men at the head of their trades. But still the notion survives that an ambitious man, shrewd in the art of self-advertisement and not ashamed to clamour or intrigue for it, can "Arise, Sir—" Our democracy is still so half-baked that we may well question whether true democracy is better served by enlarging Honours Lists than by rigorously pruning them. Our modern Monarchy is truly democratic in serving every class in the community impartially and whole-heartedly, but every Monarchy is conservative in its respect for our ancient traditions and it would have perhaps been better, when democracy came to stay at the end of the Victorian era, if instead of the creation of new Honours with many grades, the older orders had been thrown open to all ranks and confined to those who patently deserved them.

Bikini.—The U.S.A. "made history" again on May 20. To "keep abreast of modern science" and to get level with Russia, it successfully dropped its first H-bomb from an aeroplane, achieving a detonation equal to several million tons of T.N.T. and a luminosity of 500 suns. Nature pants hopelessly behind the Earth's scientists or perhaps plays the tortoise in the race with the timid hare and reserves her ultimate triumph. The idea was to promote the development of "new and more powerful defensive weapons" and perhaps "an effective substitute for war." The last objective is too Delphic for a layman to offer praise or blame concerning it. East and West, we are all in the same dilemma about this impious, hideous business. Like children playing pirates in the dark, we dread what lies behind the next corner, but dread the ills we know a little more than those we know not of. The game goes on, but each side is aware that Mother Nature, with a rolling-pin, may suddenly appear to put an end to these riotous games and send the children to bed—for a long time. We in Britain can't throw stones. We are in the same dilemma of panic and doubt.

"Compulsory."—The Factories Act 1937 required the compulsory installation of fire alarms in all factories employing more than twenty people. It was last week disclosed in Parliament that more than 50 per cent. of the factories governed by the Act have totally ignored this compulsory condition. It was further disclosed, both at the inquest on the Keighley fire victims and in the House, that the factory inspectors had first raised this dereliction in 1951, had visited the factory five times since 1951, and had not "pursued the subject" during any of those subsequent visits. One gathers that among the "freedoms" we have been regaining, freedom to ignore the compulsions of the Law is one of the most popular. We have long known its popularity in matters of controlled speed on our roads. The police are too busy to keep our roads under constant inspection. If they could, they would pull in so many defaulters that the Petty Sessional Courts would sit continuously. The factory inspectors have a more routine job, and are supposed to visit their factories annually. They seem to take their duties very lightly. The insurance companies also in the course of their fire insurance business appear to be more lighthearted with factories than with many private houses, where they often take some preliminary precautions to reduce the extent of claims which may be made on them. But, despite the "efforts" of factory and insurance inspectors, 50 per cent. of our factories to-day totally ignore the compulsory provision of the Act. The Minister agrees that this state of affairs is rather serious. He is going to send out a "reminder" and organise a posse of special inspectors to go round to emphasise various advisable precautions. This may be the Atomic Age; it might as appropriately be called the Age of Anarchy. It is not so much that the Law is an ass, as that those

COLLEGE OF ARMS QUATERCENTENARY

A GIFT FROM AN AMERICAN: The gates which now stand before the College of Arms in Queen Victoria Street, in the City of London, were officially opened last week. They were formerly at Goodrich Court, in Herefordshire, and were purchased by Mr. Blevins Davis, of the United States of America, and presented to the College, which celebrated last month the 400th anniversary of the grant of its present site by Queen Mary Tudor.

who are paid to enforce it are about as effective as diseased rabbits. Anarchy is defined as "Absence of Government; disregard of Law and Order." The 1957 edition of the *English Dictionary* can redefine "compulsory" as "desirable or optional; advisable (after the event)."

Jungle Warfare.—Photographs of street fighting by students and other imbeciles do not make pretty pictures, but those newspapers which feature them do a good service to Civilisation and deserve an even wider circulation than they may have. For these factual illustrations of subhuman types in action, and subhuman traits observed, are written for the learning of nations which claim to be civilised and to deserve the sovereignty they possess or demand. In each such illustration of this form of jungle warfare you observe the revolting marriage of cowardice and bravado, the ape-like jaws, the lips drawn back in chattering rage, the criminal and the brutal features which emerge from faces merely weak and commonplace and ugly in repose. You see the "Glory that was Greece," as it is or can be to-day, in an Athens street or in a suburb of Nicosia, and "the arts of war and peace" flowering again like stinking willies on a dung-heap. I should like to see these photographs magnified and clarified and shown in Government-sponsored films on the screens of every cinema in every capital and city in the civilised and not so civilised world. Then the free nations and the nations determined to be free could see what use some of them are making of their freedom, and what pitfalls await the freedoms won by such means by rising generations brought up to believe that the freedom of the jungle is a freedom worth winning. For my part, I prefer to observe the origins and the probable last state of *homo sapiens* in the comparative peace and silence of the Monkey House at the Zoo. There I can reflect in wonder and sorrow on the little interlude in the long history of mankind, when he made a better use of the miracles of his evolution and emerged from the caves and the jungles for a few centuries before Christ and nearly a score afterwards—a trivial interlude in his history.

Delphic Captions.—I read a stop-press caption in the *Daily Telegraph* the other day with surprise and pleasure:—"U.S. call to bar Russian athletes." It seemed to me that this gesture of politeness marked a definite step in improving the relations between U.S.A. and U.S.S.R., and would be welcomed and reciprocated by Russia, which has openly expressed its desire for better relations. It would be, of course, merely a gesture of politeness. The Russian athletes, when called, would not be expected to practise at the American Bar, and indeed would require years of training in the American legal practice and language before they could compete with American lawyers in delaying the execution of court sentences. Still, it was a happy gesture, or so I thought until I read the letterpress below the caption. Once more I had been duped by a headline. It seems that the Senator for Maryland was calling on U.S. athletic committees to bar Russian athletes from the Olympic Games. Not so good as I had supposed for better relations between the two supreme powers. I suppose headline construction is a skilled trade and its experts are expected to stimulate the reader's interest rather than to pinpoint the essence of the news item. And that may well account for the *double-entendres* they so often succeed in producing. "Viscount fails to rise" may mean that a member of the Upper House has not received the earldom he begged for, or it may signify some temporary failure of an aeroplane. And "Queen Elizabeth to be painted again" may mean a new portrait of Her Majesty for an Embassy, or a routine matter in dry-dock. The uncertainty encourages the reader to persevere beyond the headline.

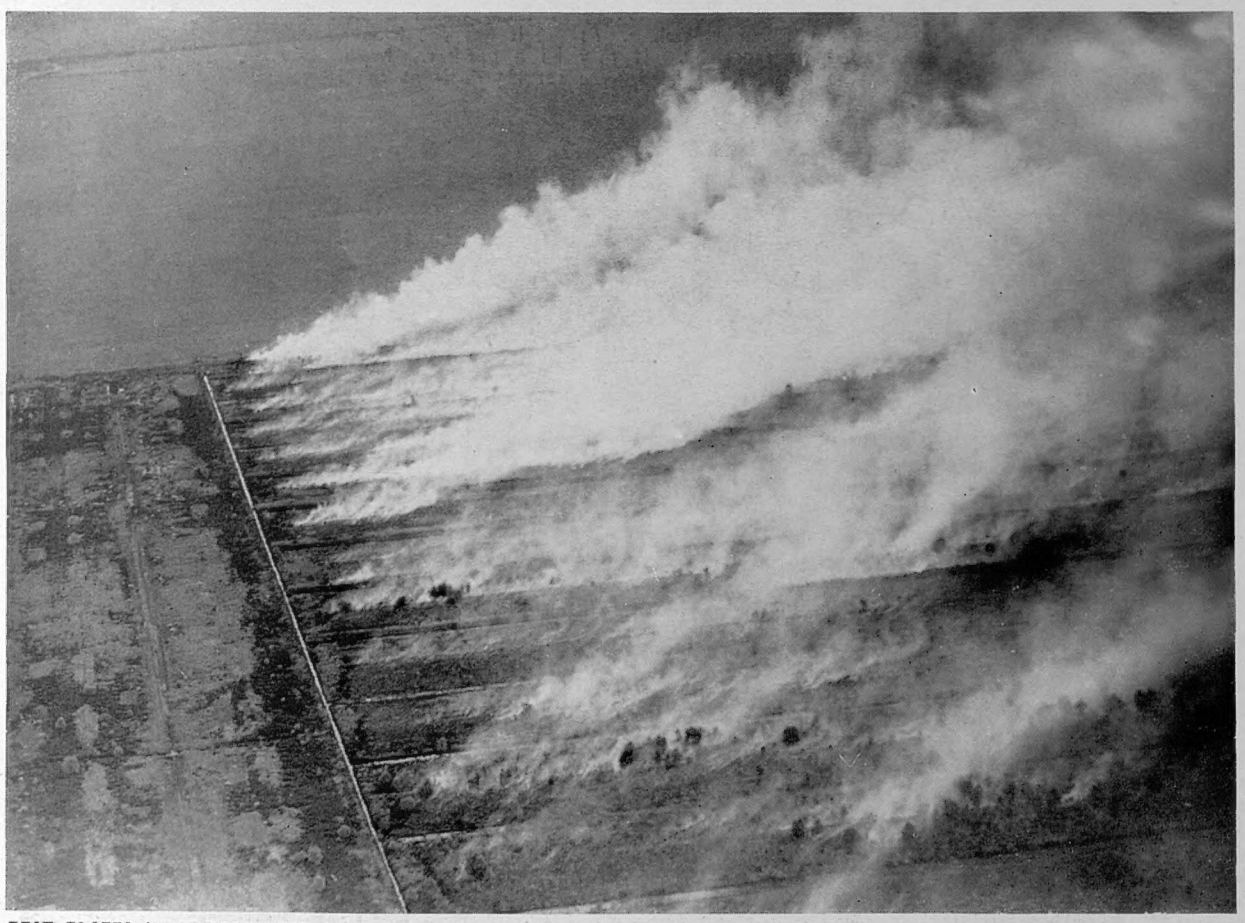
Lectures at Oxford.—"Forty per cent. of Oxford Undergraduates attend no lectures at all during term or at best but one or two a week." So says *Cherwell*. The lecturers themselves read the statement without surprise and without contradiction. They say that Oxford exerts less control over its lecture range than any other University. Others say that lectures, being spoon-feeders, in any case are unimportant. The great thing is that the tutor should teach his charges to think for themselves. So many of us begin to think for ourselves when our academic education is over and paid for. I must have had that view of lectures at Oxford in 1903–6. I only carried away from the few I attended bright memories of the hoary jests of old Raper of Trinity who lectured on Homer: "Rosy-fingered dawn, gentlemen. A free translation might perhaps be 'The pink-un.'" The facile laugh was not withheld from him, generation after generation. A poor joke often becomes good by sheer repetition. But I must now correct an impression that Oxford undergraduates have constantly gained in a sense of responsibility and live more laborious days than did their pre-war fathers. We long since admitted that in Edwardian days a majority of us wasted our time and our parents' money. I gathered that the wars changed all that. . . . But, at any rate, the undergraduate view of the value of lectures seems to have remained unchanged.

THE OLD STAGER

AN ANCIENT CARVING ON A HILLSIDE IN CAMBRIDGESHIRE

AN EXAMPLE OF PRIMITIVE BRITISH ART WHICH IS AT LEAST 1,800 YEARS OLD: The pictures *above* and *below* were taken from the air of a most interesting carving in chalk which is now being uncovered on a slope at Wandlebury, near Stapleford, in Cambridgeshire. As yet it has not been possible to decide what the curious primitive figure is intended to represent. It may be a goddess. Much attention is being given to what appears to be a cap at the back of the head. The carving dates at the latest from the second century A.D.

SERIOUS OUTBREAKS IN DORSET: The creeping fires advance through the undergrowth near Wareham, Dorset. At one stage during their advance the town was reported to be almost isolated. The roads from Wareham to Bournemouth and to Blandford were closed, and for much of the time most of the other roads from the town were threatened.



PEAT BLAZES IN LINCOLNSHIRE: Smoke rises in symmetrical trails from a series of fires in peat topsoil on Crowle Moor, Lincolnshire. According to the local fire brigade the outbreak can be expected to burn all summer, until the autumn frost and early winter snow put it out. The huge fire, covering some 20 square miles, adjoins another on Thorne Moor.

HEATH FIRES IN THREE COUNTIES

Forestry Reserves and Gorseland were Devastated by a Series of Heath Fires in Widely Separated Parts of England

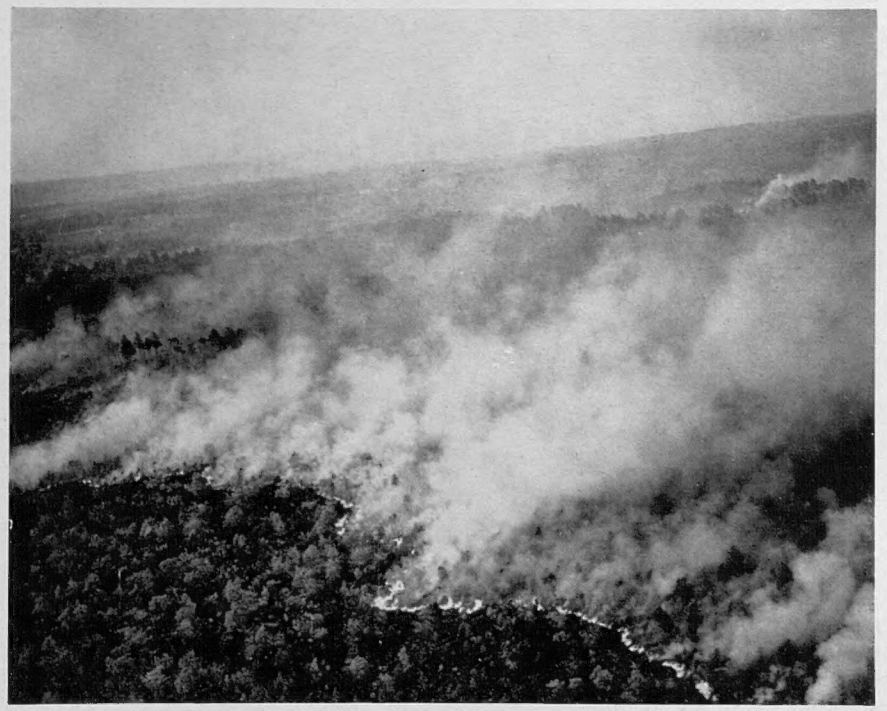
Serious outbreaks of heath fires over widespread areas of England and Wales have caused much concern among farmers and Forestry Commission officials. More than ten counties have been affected by the fires, which spread very quickly because of the dryness of the undergrowth, due to drought.

The largest of the recent fires was at Wareham in Dorset, where the rapid advances of the flames cut several roads and threatened the town with isolation. Most of the roads were cut after burning telegraph-poles and trees fell across them, effectively preventing traffic from passing through to the town approaches. Fifteen fire engines worked on the blaze and Army and Navy personnel from local camps gave their assistance. Their efforts were hindered to a large extent by the swiftness with which the fire spread, due to a high wind.

Another serious outbreak was on the Brecon Beacons in South Wales, where an area of more than 20 square miles of gorseland and plantation was devastated by a fire which was fought by fire brigades from three counties. A spokesman said later that in the Forestry Commission's woodlands alone the financial loss through fires this year equalled the loss of the seven previous years together.

HELD AT BAY BY A NARROW ROAD: Flames lick across a road near Wareham during the serious outbreak of heath fire which threatened the small town of 2,700 inhabitants. The Forestry Commission have over 5,600 acres of forest land at Wareham, of which nearly 4,000 acres are plantations, many of them at a critical stage in their growth. In 1949 the area was the scene of two big outbreaks involving over 200 acres of pine trees. During this latest fire the front of the flames extended over a mile in width.

TROOPS IN THE FRONT LINE: Servicemen help firemen fight the Wareham heath fire. Because of the lack of water due to the prevalent drought, the fire services were severely hampered and much of the blaze had to be fought by beaters with flails.



A LINE OF FLAMES: A two-mile-long wall of fire advances across Hurtwood Common towards the little Surrey village of Holmbury St. Mary. The fire swept through the bracken to the lip of the hill overlooking the well-known beauty spot.

THE GENERAL ASSEMBLY OF THE CHURCH OF SCOTLAND

This Year's Assembly Opened in Edinburgh with the Traditional Mixture of Pageant and Ceremony

THE OPENING CEREMONIES IN EDINBURGH: The procession of dignitaries leaves the Assembly Hall on the Mound after the opening session. Behind the Mace-Bearer is the Lord High Commissioner, the Right Hon. Walter Elliot, M.P., accompanied by the Purse-Bearer, Sir Edward Stevenson. In the fourth row behind is Dr. Fisher, the Archbishop of Canterbury, who was there as a guest.

THE ADDRESS OF THE LORD HIGH COMMISSIONER: The Ministers and Elders of the General Assembly of the Church of Scotland rise to their feet as Mr. Walter Elliot reads the Queen's letter to them in the old Assembly Hall. The attendance in the Hall was over 1,500, consisting of an equal number of clerical Members and Elders, with their guests. On the High Commissioner's right is Sir John Banks, the Lord Provost of Edinburgh, and next to him Dr. Geoffrey Fisher, Archbishop of Canterbury.

The opening of the annual Assembly of the Church of Scotland was this year, as every year, colourful, dignified and thoroughly Scottish. The ceremonies began with the traditional service in St. Giles' Cathedral and then continued in the ancient Assembly Hall on the Mound overlooking Prince's Street, where the new Moderator, the Right Reverend Dr. R. F. V. Scott, was installed. Many of the principal figures in the ceremonies added to the colour by the richness of their dresses. The Lord High Commissioner, the Right Hon. Walter Elliot, M.P., wore the full dress, gold-faced uniform of one of Her Majesty's Privy Councillors. The Heralds and Pursuivants were resplendent in their bright tabards. Among the distinguished guests were Mrs. Pandit, the High Commissioner for India, and the Archbishop of Canterbury.

The election of Dr. Scott as new Moderator was moved by his predecessor, the Right Rev. Professor G. D. Henderson. The installation was carried out by the senior ex-Moderator, the Very Reverend Dr. A. N. Bogle. After this brief ceremony the General Assembly rose to its feet while the High Commissioner read Her Majesty's letter. The Queen expressed her happiness at renewing her pledge to uphold the rights and liberties of the Church of Scotland and wrote of her delight in the progress the Church had made since last year.

On left—

SPIRITUAL AND TEMPORAL: The High Commissioner leaves the Hall. Among the Elders present were the Duke of Hamilton and Lord Mathers, former High Commissioners.

SOME DISTINGUISHED GUESTS: The Archbishop of Canterbury, Dr. Geoffrey Fisher, on left, talks with the Very Rev. Dr. Charles Warr.

THE NEW MODERATOR WITH HIS PREDECESSOR: The Right Rev. Dr. R. F. V. Scott, on the right, formerly Minister of St. Columba's, Pont Street, London, with last year's Moderator, the Right Rev. Professor G. D. Henderson.

ROYAL LEISURE AND DUTY

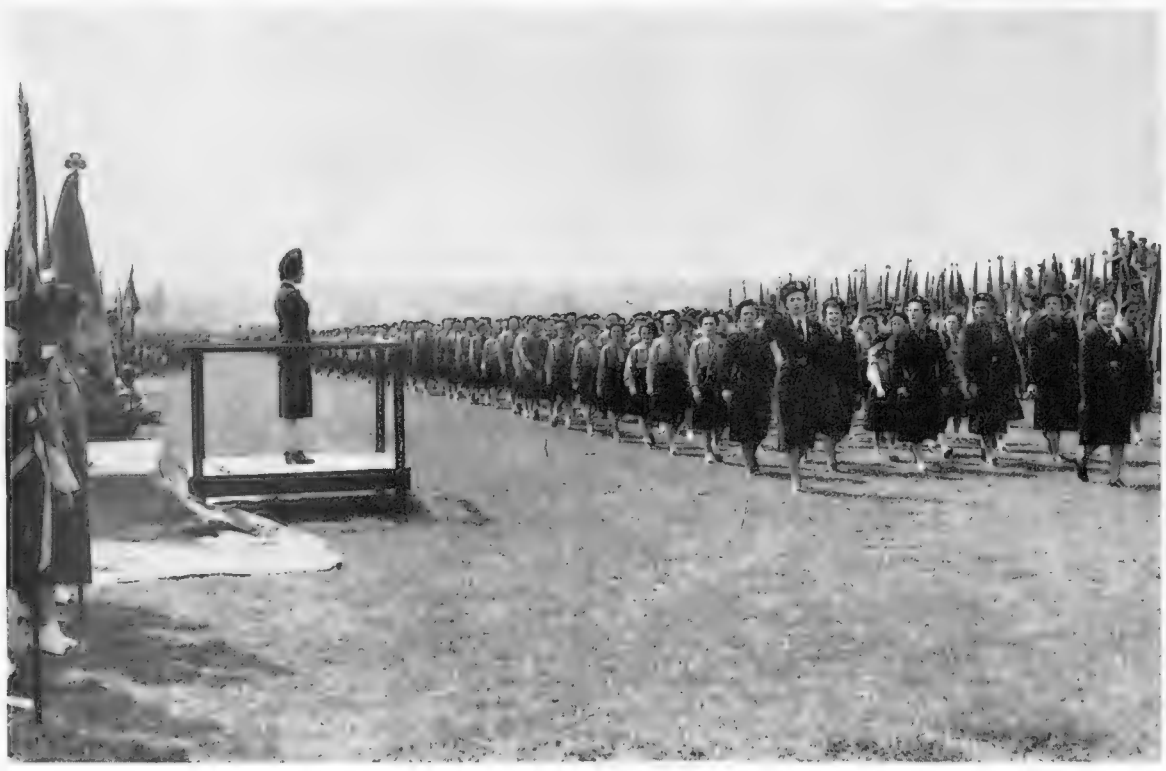
The Queen and Members of The Royal Family at Polo; Princess Margaret and the Princess Royal with the Girl Guides

"THREE CHEERS FOR HER MAJESTY": The Queen acknowledges the cheers which Mr. J. Lakin is leading at Windsor after an afternoon of polo. Her Majesty had presented him with the cup which his team, Cowdray Park, won by defeating Windsor Park. The Duke of Edinburgh played for the losers.

THE DUKE OF EDINBURGH PLAYS POLO: He is riding out for the start of a match in Windsor Great Park last Saturday. He was playing for the Household Brigade. On the following day he was a member of the Windsor Park team which was beaten by 5 goals to 3½ by Cowdray Park in the match for the cup specially presented for the occasion. The Queen was present to watch and it was estimated that about 10,000 spectators were gathered round Smith's Lawn. Her Majesty had come to Windsor from London, which she reached last Sunday morning after an overnight journey from Ballater in the Royal train.

A ROYAL VISIT TO GIRL GUIDES IN STAFFORDSHIRE: Princess Margaret, Chief Ranger of the British Commonwealth and Empire, walks with a senior official at the rally of Girl Guides and Brownies at Dunstall Park Racecourse, Wolverhampton.

PRINCESS MARGARET AND THE ROYAL DOGS: She has had to cross the leads of the two corgies by the Polo ground in Windsor Great Park. The Princess accompanied the Queen at the match between Windsor Park and Cowdray Park.



THE NEW CHIEF COMMISSIONER OF THE GIRL GUIDES ASSOCIATION: The Princess Royal talks with Miss Anstice Gibbs, of Oakham, Rutland, whose appointment as Chief Commissioner was announced by the Princess at last week's Annual General Meeting of the Association. Miss Gibbs has been an active member of the Guide Movement for many years.

On left—

THE MARCH-PAST ON THE RACECOURSE: Princess Margaret takes the salute at the march-past of 8,000 Guides and Brownies of the Staffordshire area. Her Royal Highness also toured the racecourse in a Land-Rover. During her visit she lunched with the Mayor of Wolverhampton at the Town Hall.

THE FACE OF THE HOSTILE ANTARCTIC, AS SEEN BY THE GRAHAM LAND AERIAL SURVEY: The Palmer Coast, Graham Land, is typical of the terrain surveyed by the Hunting Aerosurveys expedition which returned to this country last week in their ship *Oluf Sven*. The expedition spent four months in the Antarctic, making aerial photographs and surveying for minerals from the air, and will return to Graham Land next winter to complete its work. The Graham Land photographs on these pages are by Hunting Aerosurveys Ltd.

THE LEADERS RETURN: Mr. J. H. Saffery (centre), deputy leader, is welcomed by the Acting Lord Mayor of London. On left Mr. P. Mott, the expedition's leader.

SURVEYING ANTARCTICA FROM THE AIR

Hunting Aerosurveys Graham Land Survey Expedition Returns; the Antarctic Scene; its Hazards and Obstacles

The 900-ton freighter *Oluf Sven* docked in London last week, bringing with her the twenty-two members of the Hunting Aerosurveys Graham Land survey expedition, who have just spent four months in the Antarctic.

The object of the expedition, which returns to complete its work next winter, is to survey 50,000 square miles of Great Britain's Antarctic territories on behalf of the Government of the Falkland Islands and Dependencies. The work is part of the Falkland Islands Dependencies Survey. The area to be surveyed includes most of the Graham Land Peninsula and its surrounding islands. The task is being undertaken mainly from the air, and this is the first occasion on which it has been done with vertical photography.

The Antarctic "summer" in Graham Land occupies the months of December, January, February and the first half of March. Last summer it was only possible to survey 1,000 of the 50,000 square miles, for there was suitable flying weather for only three days instead of the expected three weeks, and for the first time in Antarctic surveying, a base was set up in the same season as work began.

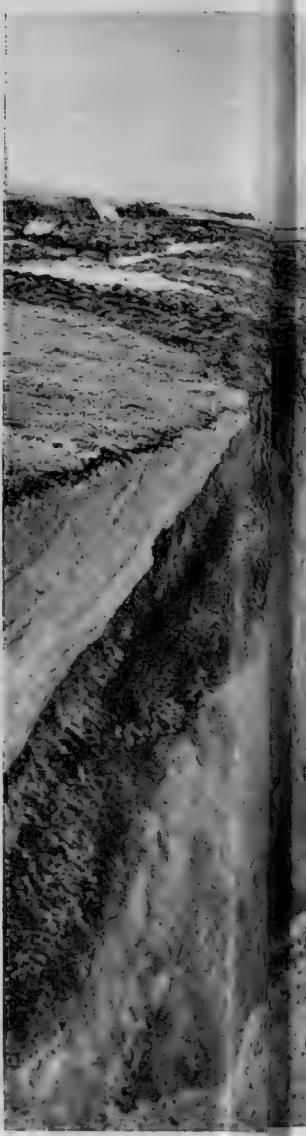
The expedition's base was established in Whalers' Bay, at Deception Island, early in December. It is the only comparatively ice-free and sheltered summer anchorage to be found in the area. The Bay is an old whaling station, and members of the Falkland Islands Dependencies Survey are stationed there permanently. Whalers' Bay is part of Port Foster, an almost land-locked harbour, with one very narrow entrance called "Neptune's Bellows." The anchorage is formed by the crater of a submerged volcano that is not yet extinct. Sulphurous springs heat the water to a temperature that boils eggs and blisters the paint on ships' hulls. Seagulls feed on the millions of boiled shrimps that float to the surface. Occasional earth tremors are felt, and the beach is of volcanic ash. Cliffs on Deception Island rise to 1,300 feet.

The first task of the expedition was to set up its base. This took all the month of December, as 500 tons of stores were to be landed, buildings erected, the expedition's two amphibian aircraft to be prepared for, and a communications system established. The two amphibians were to fly down from Canada as soon as their facilities were ready. The buildings erected included a canteen, generator room, and photographic laboratory. The ground preparation for the amphibians was elaborate. Because icefloes from the sea and 100-m.p.h. gales could be expected at any time, a slipway and moorings on land were necessary for beaching the aircraft, as well as offshore moorings. The expedition's general-purpose four-ton tractor was used for hauling the amphibians ashore, and a motor launch acted as seaplane tender. Just as the base was ready for the amphibians, the weather broke, and there were henceforth very few good flying days.

The most important task of all was the setting-up of a comprehensive communications system, by which shore base, ship, aircraft, landing parties and the outside world could remain in touch with one another.

(*Continued on following page*)

b



A FORBIDDING LAND: An expe tion member peers down crevasse on Deception Isla *On left*—This view of Livi stone Island, in the Sou Shetlands, shows the ice-di that used to defeat explor before the coming of the ae plane. This photograph w taken from a helicopter. Bi life on Livingstone Island i cludes skuas, petrels, a albatross. On Dece tion Island, "Penguin Cit has a population of 250,0

SURVEYING ANTARCTICA FROM THE AIR

(*Continued from previous page*)

The *Oluf Sven* carried radio beacons as "homing" devices for the aircraft when visibility was poor, and a ship's radar to watch for approaching ice. The radar was also useful in guiding home the expedition's helicopters to the deck of the ship.

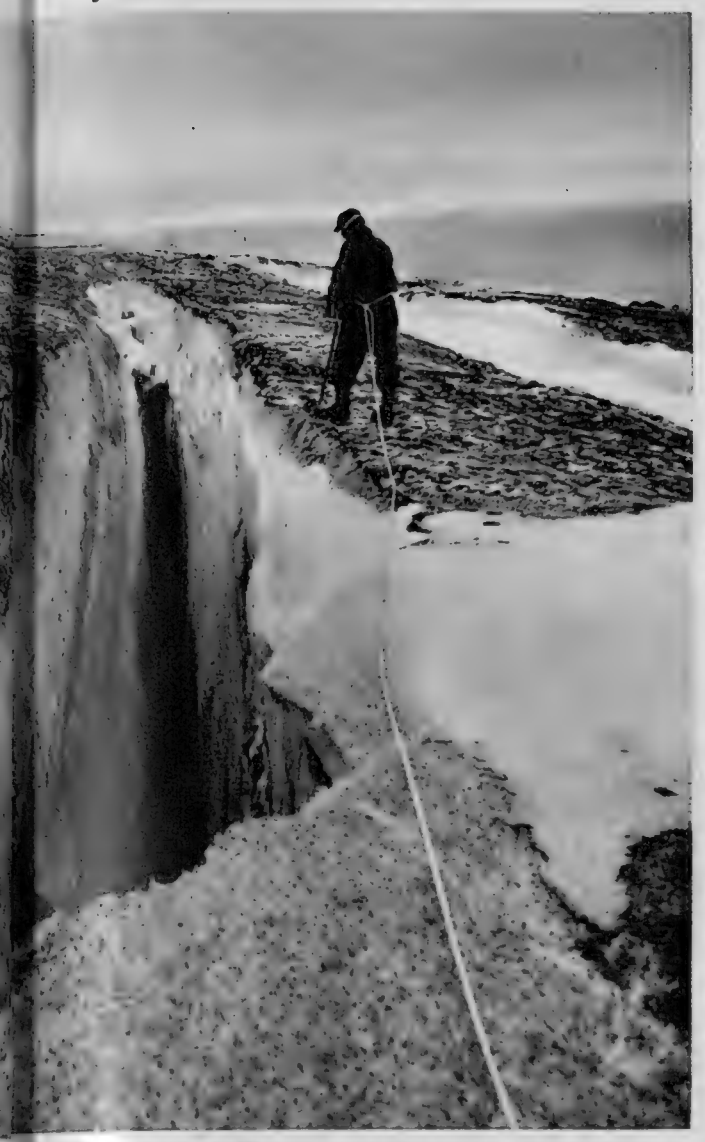
The survey party was equipped with all the most up-to-date tools of the Polar explorer, designed to obtain detailed information of vast and inaccessible areas in a few months.

Once the base was set up, the real work of the expedition could begin. This fell into three parts. Air photography was undertaken by two Canso amphibian aircraft from 15,000 ft., allowing 18 square miles to be covered in a single photograph. The Canso is the Canadian-built version of the famous Catalina amphibian. It can operate where no regular airfields or flying-boat bases exist, and it has a very long range and endurance for its size—2,000 miles; and over twelve hours respectively. The aircrafts' crews numbered ten in all.

The second task, airborne magnetics, was also undertaken by these 'planes. The rock of the Antarctic Continent is covered with a thick skin of ice, but electronic devices mounted in the aircraft enabled mineral deposits to be detected from a height of 1,000 ft.

The third task was ground control, and this was the responsibility of the two Westland Sikorsky S. 51 helicopters. The helicopters took parties of two surveyors at a time from the *Oluf Sven* to spots inaccessible to landing parties because of high ice-cliffs. Here the parties followed up the general information given by the aerial photographs with detailed investigation on the ground, providing the "mortar" with which to cement together the "bricks" of the photographs. The ground parties stayed ashore several nights at a time, their only contact with the ship being by portable radio.

The main weapon of the survey was mobility—the ship moved south as ice and weather allowed; the helicopters overcame local obstacles of ice and terrain, and the range and endurance of the Cansos allowed the most use to be made of what good weather was available.



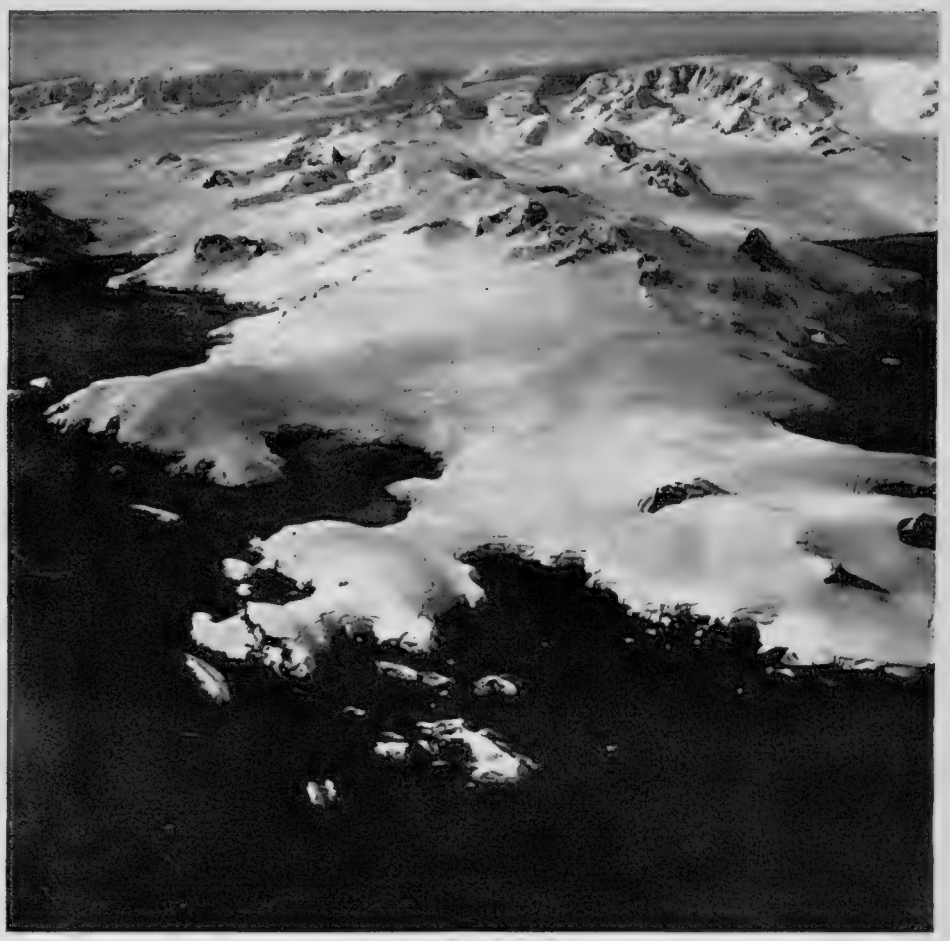
DECEPTION ISLAND: This photograph shows the terrain surrounding the Graham Land Survey's base on Deception Island. The circular pool is called Kroner Lake, from its resemblance to a coin. The slopes in the foreground are volcanic ash, and the channel beyond is part of Port Foster. The open sea lies beyond the mountains.

On right—

AN ICE-FILLED SEA: Broken ice and large icefloes, (seen in the left background), fill the sea in the Lemaire Channel. It lies north of Argentine Island, between Booth Island and the mainland of Graham Land. *Below—* A large iceberg near Astrolabe Island. Part of the submerged section of the berg, nine-tenths of the whole, can be seen easily through the clear water. Astrolabe Island lies to the south-east of Deception Island.

SURVEYING ANTARCTICA FROM THE AIR

THE LEMAIRE CHANNEL: This photograph was taken from the expedition's vessel *Oluf Sven*. She is a 900-ton freighter, Dutch-built and Danish-owned, which was specially modified to carry helicopters and an extra twenty-two passengers as well as her normal complement of thirteen Danish seamen.



UNCHARTED TERRITORY: The Palmer Coast of Graham Land is one of the vast areas that is yielding up its secrets to the cameras of the Canso amphibians that are surveying them. The Canso has the advantages of very long range and great endurance. *On left*—"Neptune's Bellows," the forbidding entry to Port Foster and to Whalers' Bay, the expedition's base. These cliffs rise to a height of many hundreds of feet. Whalers' Bay is a submerged and not yet extinct volcano. It is the only sheltered anchorage in the area, and its waters can be hot enough near the thermal springs to boil eggs, kill millions of shrimps, which seagulls feed on, and to blister the paint on ships' hulls.

THE ANTARCTIC "SUMMER": The Lemaire Channel is full of broken floating ice with the coming of the thaw. Larger icefloes were a peril that might float in through "Neptune's Bellows" into Whalers' Bay, endangering the Canso amphibians moored there. When this happened, and when 100-mile-an-hour gales sprang up, the aircraft had to be beached on a specially-built slipway to avoid damage. *On right*—Astrolabe Island, as seen from one of the Graham Land Survey's aircraft. The Cansos were equipped with electronic devices for detecting mineral deposits beneath the ice from the air. Other electronic equipment was used on the *Oluf Sven*. The "homing beacons" aided the return of survey aircraft in bad weather. The ship's radar was used mainly to detect approaching ice. It also helped the helicopters to land on her decks in poor visibility. 50,000 square miles will be surveyed in two seasons, weather permitting.

THE DESERT FORT TO WHICH THE CAPTURED TRIBESMEN WERE TAKEN FOR QUESTIONING: A camel caravan rests by Fort Husn El Abr in the scorching sands near the border between the Aden Protectorate and Saudi Arabia. Here over 100 armed tribesmen and six lorry drivers were taken last week after they had been stopped in three lorries in which they were travelling through Aden territory. They had come from Saudi Arabia, where they had been given rifles for use against the "Christian colonisers." Their capture was effected by co-operation between land patrols of the Royal Air Force and Aden Arab forces and R.A.F. Venom aircraft in the air. The tribesmen were first intercepted by a reconnaissance group some 40 miles inside British territory, near Arain, 15 miles north of Shabwa. As a result of their report the Venoms flew up from Aden and made dummy runs over them, and a patrol of the Hadhrami Legion was dispatched to the spot. One of the lorries surrendered immediately, another when the aircraft had flown over it, and the third after a threat of serious action. The captive tribesmen were reported to be of the long-haired Yemen border type. The operation against them was one of the most successful carried out since the Saudi Arabians started bribing tribesmen with money and arms to revolt against British rule in Aden two years ago.

ARMED INVADERS CAPTURED IN ADEN

Protectorate Forces on Land and in the Air Foil Tribesmen Armed by Saudi Arabia

PREPARING FOR ACTION: Ground staff stripped to the waist arm a Venom of the R.A.F. with rockets at Fort Husn El Abr. Aircraft of this type took part in the bloodless operation against over 100 armed tribesmen in three lorries.

REINFORCEMENTS FOR THE HADHRAMI LEGION: They have come by air to Fort Usn El Abr to reinforce the Legion patrols against armed tribesmen. This Aden Protectorate security force is officered by ex-members of the Jordan Arab Legion.

VICTIMS OF SAUDI ARABIAN INTRIGUES: Some of the Yemen border Arabs taken by the British forces shelter by one of the lorries on which they were travelling on Aden territory with arms given them by Saudi Arabian agents. The lorries were of American make.

TWO NUCLEAR TESTS

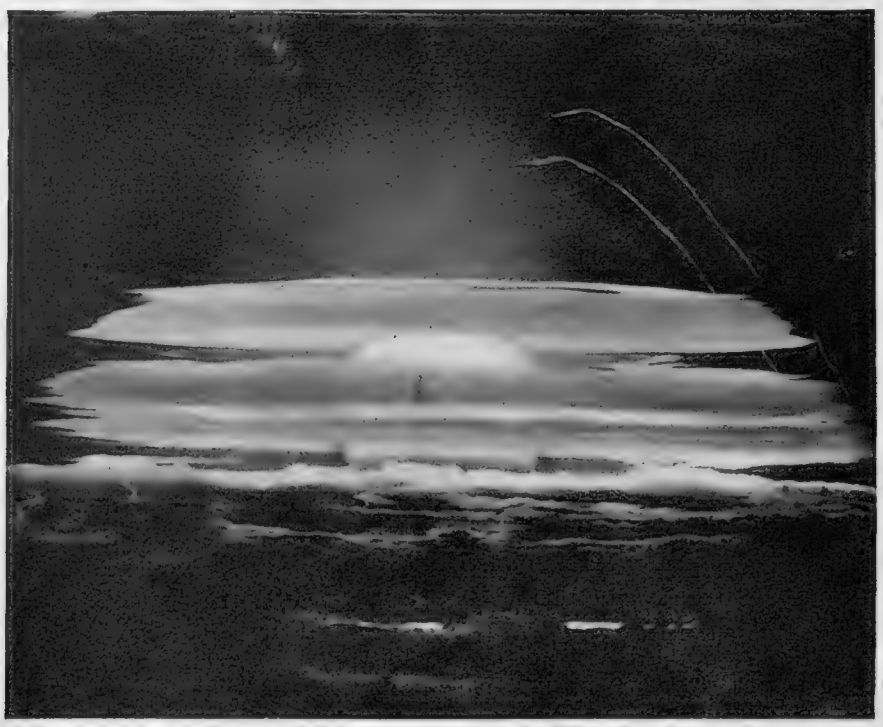
Britain's Third Atomic Test Takes Place in the Montebello Islands; and the United States Carry Out the First Dropping of a Hydrogen Bomb

BRITAIN'S THIRD ATOMIC TEST: The familiar mushroom cloud rises from the atomic explosion carried out in the Montebello Islands. This picture was taken from a minesweeper of the task force lying moored twelve miles from the test ground. The explosion was Britain's third atomic test, the other two being in 1952 and 1953.

The atomic weapon exploded at the northern end of the Montebello Islands was Britain's third atomic test detonation. It was officially described as small and unspectacular, but the force of the explosion was a surprise to those who witnessed it. It is thought that this test, and the next one to be held at Maralinga late this year, will supply data for Britain's first hydrogen weapon.

A full minute had passed before the sound of the explosion and the gale-force shock-waves reached the observers watching from the naval task force lying moored twelve miles away from the test ground. There was a freak second report caused by a twist in the sound waves, but otherwise the detonation went exactly as intended and was described as being a "copy-book explosion."

THE AFTERMATH IN TWO STAGES: Service personnel on the decks of the atomic flagship, H.M.S. *Narvik*, watch the mushroom cloud from the explosion as it mounts into the sky. Scientists, Press correspondents and Servicemen were all ordered to turn their backs on the actual explosion and not to face round for a full five seconds, because of the danger of serious damage to the eyes. *On left*—The atomic cloud begins to break up as it reaches the upper wind currents. The low shoreline of the Montebello Islands can be seen in the background.



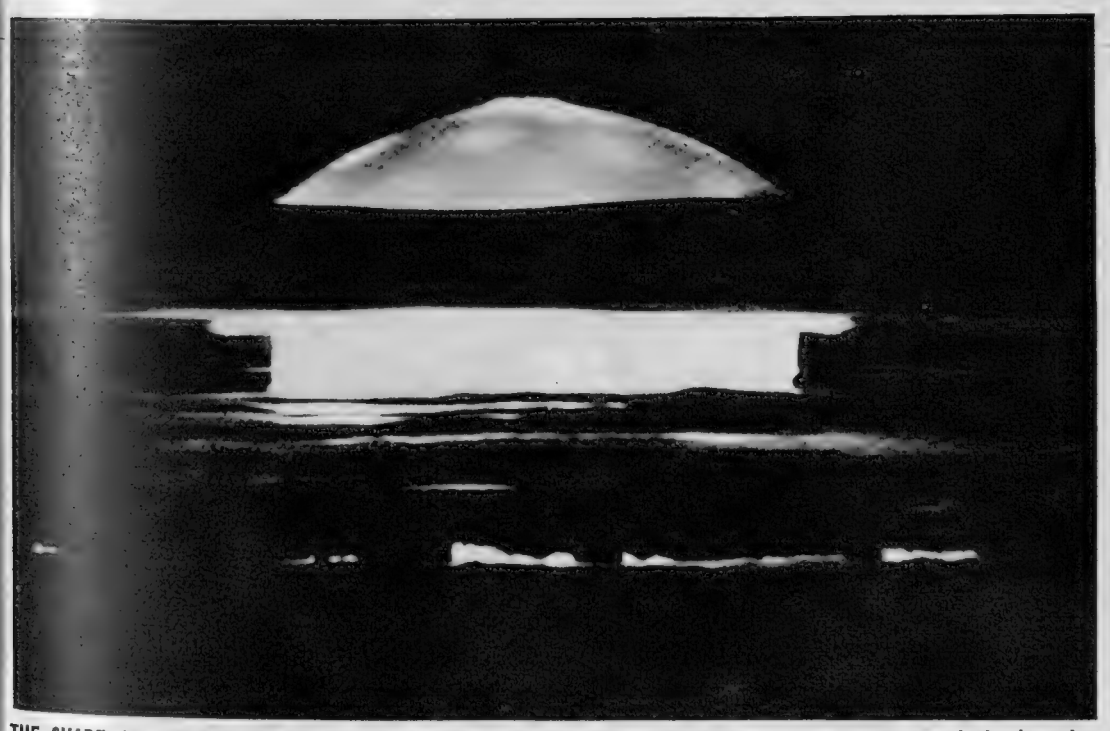
THE AMERICAN HYDROGEN BOMB: The rapidly swelling mushroom of radioactive cloud from the first air-dropped hydrogen bomb mounts into the sky after the detonation over the target zone on Namu Island, in the Bikini Atoll, Central Pacific.

SURREALIST CLOUD FORMATIONS: The blazing fireball at the core of the explosion is flattened by two immense clouds which have formed at its base and at the top. These pictures were taken from an aircraft flying at approximately 12,000 ft.

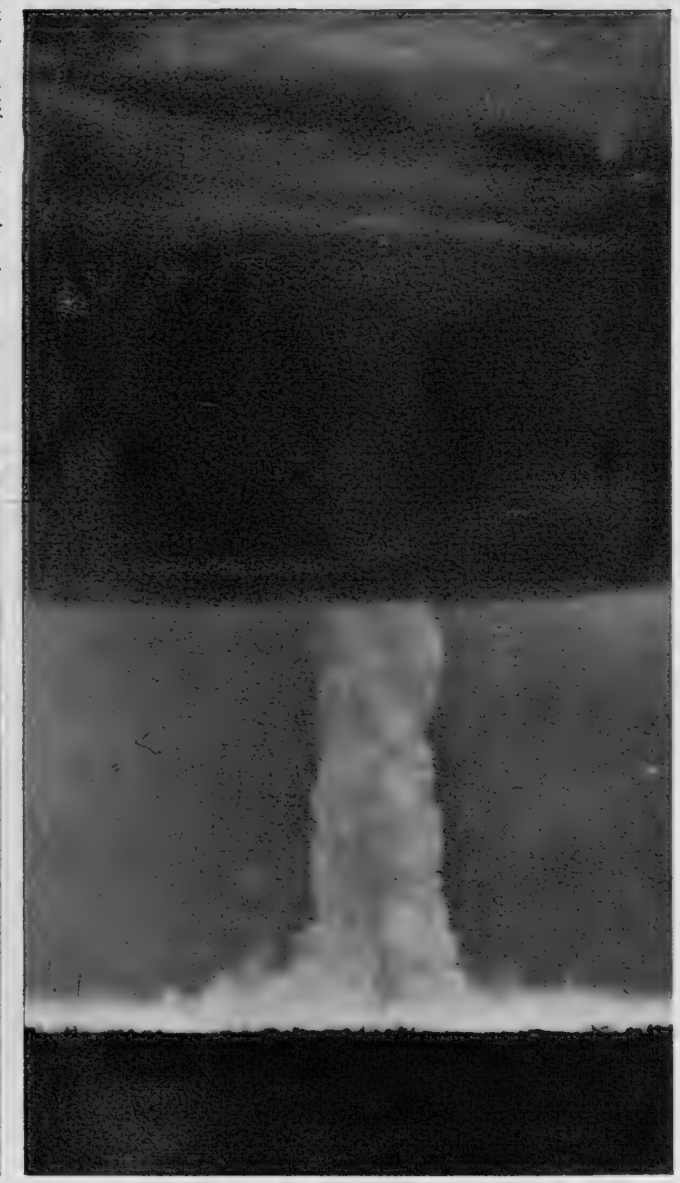
ANOTHER NUCLEAR TEST ON BIKINI ATOLL: The cone of the fireball from the United States' air-dropped hydrogen bomb begins to rise through the lower layers of cloud. Two bright bars of incandescent cloud lead the way. On the right are the test rockets which were fired into the radioactive cloud mass.

The United States has successfully detonated the first air-dropped hydrogen bomb over Namu Island of the Bikini Atoll, in the Central Pacific. The test had been postponed several times owing to unfavourable conditions, but was eventually carried out with ideal winds and air currents. The bomb was dropped from a B 52 jet bomber at a height that was not stated, but was estimated to be between 40,000 and 50,000 ft. It exploded at a planned height of 10,000 ft. above the marked target on Namu Island. The power of the explosion was estimated as being at least 15 megatons and possibly as high as 18 to 20 megatons. A megaton is the equivalent of 1,000,000 tons of T.N.T. Before this detonation the most powerful explosion had been in the range of 12 to 14 megatons. It was this explosion which caused casualties among Japanese fishermen in the Pacific. This latest test was one of seventeen included in the present series of test detonations being carried out by the United States Department of Defence and the American Atomic Energy Commission. It was designed to allow experience to be gained in the handling of more deadly defensive weapons than those now in use. This particular test should yield valuable information from the point of view of thermal radiation blast and fall-out of an air-dropped hydrogen bomb. Such data would be of untold value to civil defence organisations.

In a statement issued after the detonation it was stated that all the aircraft concerned in the dropping of the bomb, including the B 52 which actually carried it, got safely away from the explosion. Although it is calculated that the B 52 was 15 miles away, the shock must still have been substantial.



THE SHAPE OF DESTRUCTION: The mushroom head of the fireball is silhouetted against the darkening sky as the initial luminous flash begins to dull, leaving the core to blaze in the pre-dawn darkness. The fireball reached a diameter of at least four miles and possibly more, for much of it was obscured.



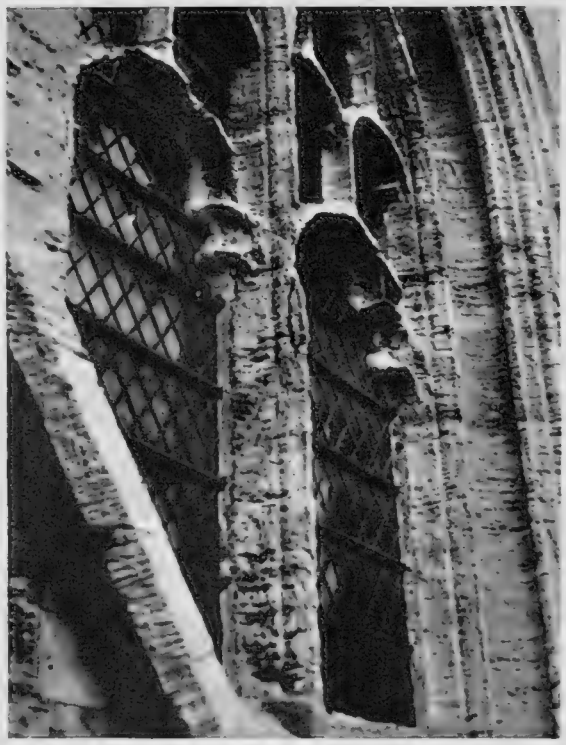
A MAN-MADE TORNADO: The core of the explosion drags a column of water and debris into the sky as it takes its characteristic shape. This was less than 30 seconds after the detonation.

RIPON APPEALS FOR HELP

£100,000 is Urgently Needed for Repairs; Work in Progress at St. Albans and an Essex Church

In nearly all the main parts of Ripon Cathedral, in Yorkshire, the Dean and Chapter are faced with urgent repairs to the fabric. On the south-east side repairs are needed to the walls because of serious cracks and fissures which have been caused by subsidence on the sloping land. The weight of the first-floor fourteenth-century library bears down dangerously on the ground-floor twelfth-century chapter house, and much work is required to ease the strain. Some of the buttresses have also been found to be hollow and these must be rebuilt. There are also serious cracks along other walls and the tower tends to be unsafe in places. One hundred years ago repairs to the fourteenth-century geometrical east window of the choir were unfortunately done in soft-bedded stone. Now it is crumbling and water is running down into the joints. Many of the clerestory windows, too, are in a bad state. In order to cover the cost of this vast work, an appeal, entitled "Repair Ripon," has been launched with the support of the Bishop, the Lords Lieutenant of the West and North Ridings, and civic authorities. £100,000 is required. The Treasurer of the fund is the Archdeacon of Richmond, who lives at the Crescent, Ripon.

THE CATHEDRAL CHURCH OF ST. PETER AND ST. WILFRID, RIPON, IS BADLY IN NEED OF REPAIR: In addition to damage from subsidence, there are dilapidations due to time, weather and lack of sufficient resources. Some of the repairs made necessary by subsidence at the south-east side are so urgent that work has been started. Sir Albert Richardson, P.R.A., is in charge of the work.



THE PITIFUL STATE OF THE CLERESTORY WINDOWS: On the Cathedral's north side they are so badly perished that it is unsafe even to apply hand pressure in cleaning them. Ironwork holding the windows in position is badly corroded. £100,000 is required for the Cathedral's repairs.

RENOVATIONS TO THE BELL TOWER AT ST. MARY'S CHURCH, STOKE-BY-NAYLAND, NEAR COLCHESTER, ESSEX: The tenor bell is being lowered from the belfry prior to the removal of the old timber bell frame, which is to be replaced by a steel frame. There are six bells at present but they are to be increased by two to make a full octave. The bells were last restrung in 1893.

THE CENTRAL NORMAN TOWER AT ST. ALBANS ABBEY, IN HERTFORDSHIRE, IS BEING REPAIRED: *Left*—A view of the Triforium high up on the south face of the tower, showing where defective tiles have been replaced during the present restoration work. *Right*—A St. Albans mason is repointing an arch after replacing some of the defective Roman tiles. There are thousands of tiles in the 145-ft.-high tower and they are all being examined by experts. Those which have deteriorated are being replaced by Roman tiles excavated from the site of the Roman town of Verulamium. They have been collected by Mr. W. Barrett, the Abbey's mason. The cost of this extensive work to the tower is being covered by a bequest from a charitable fund. The central tower of St. Albans was begun by Paul de Caen when he rebuilt the Abbey between 1077 and 1097.

HE SOUTH SIDE OF ST. PAUL'S CATHEDRAL AS IT MAY APPEAR IF SIR WILLIAM HOLFORD'S PLAN IS ADOPTED : The artist's impression shows on the left the gardens which front on to Carter Lane, along which a bus is running. Tall office buildings are on the far side. On the right the new Choir School building is in the foreground with, behind it, the spire of St. Augustine's Church, which was seriously bomb-damaged during the war. The new St. Paul's choir school will have been built on the site of the church. The roadway running down from the foreground leads to a car-park under the lawns. Underground car-parks around St. Paul's are an important feature in Sir William Holford's plan.

ST. PAUL'S PRECINCT?

The Heart of the City of London as it Will be Seen by the Pedestrian if Sir William Holford's Plan is Adopted

Drawings by GEOFFREY S. FLETCHER

)NE of the very few beneficial results of the war was the discovery of St. Paul's Cathedral. Throughout ccessive generations an increasing number of hideous ll buildings had encroached on its surroundings. There ts no planning in this outrage and long before 1940 was impossible to find any point in the Cathedral's mediate environs from which one could "seek to ok around" and behold the monument of Christopher Vren in its full splendour. The dome was a landmark, om a distance, and the West End dominated the top f Ludgate Hill. But that was all the seeker could see ntil he was right against the building.

Then Hitler's bombs deluged the City, and Londoners, recovering from their wounds, suddenly found consolation in the inspiring presence of their chief Church. t had suffered with them, it had been a symbol of faith and tradition, and in the immediate post-war years .t stood superbly isolated amid ruins and rubble. At last Wren's finest creation could really be seen. There must be many who visited London at the time and recall standing near the great Cathedral, especially in the silence of a moonlit night, and feeling that sense of the Divine which was the master-architect's intention.

But a problem was always there. What was to be done in the rebuilding of London to preserve the newfound majesty of St. Paul's? Ideally, of course, the answer was simple. Clear the surrounding ruins and leave the space. Let the Cathedral be encircled by a really worthy Precinct. However, London is not a provincial Cathedral City—and even in the more rural parts of England it is remarkable how few of the treasured English cathedrals do have settings really fitting for them. Salisbury with its Close is an outstanding exception. But London is the premier centre of trade and commerce and business, and if the City is to survive, these interests must be served.

Nevertheless, public opinion was firm on one vital point. A plan must be made for St. Paul's. Never again must the haphazard, monstrous imprisonment of the past be allowed to return. In the past few years a number of large new buildings has been started near the Church, and some have nearly reached completion. But always there has been the belief that the master-plan for the Precinct, as it has come to be called, must be produced before any rebuilding can be permitted on a final wide scale.

Such a plan has now been published. It is the work of the eminent architect Sir William Holford. It is raising much discussion and controversy. It has been hailed as "exciting, imaginative and creative"; it has been condemned as "a masterly shocker." It has drawn comparisons with St. Peter's, Rome, and with St. Mark's, Venice. It has stimulated the fancies of the experts, the imaginative and, needless to add, the eccentrics. Above all, it has demonstrated that Londoners in particular, and English people in general, are determined to ensure that Wren's Renaissance cathedral, unique of its kind in this country, is placed in the setting which gives it the fullest honour consonant with the necessary expediency.

The three authorities with which the ultimate decision rests for the Precinct plan are the Court of Common Council of the City of London; the London County Council; and Parliament through the Minister of Housing and Local Government. Already these bodies have expressed some of their views and a great deal more is going to be heard of them in the coming months. It is therefore a suitable moment to consider Sir William Holford's idea in some detail, with the help of an artist's impressions of what the finished result might be like. And in association with this to outline a selection of the pros and cons which have been put forward from a wide range of public opinion.

Sir William Holford drew up his scheme at the request of the Corporation of the City of London after the Minister of Housing and Local Government had asked for fresh consideration of this part of the County of London Development Plan in the belief that an opportunity for providing a worthy setting for St. Paul's was being lost.

When he set to work, the architect found that he was already limited in some areas, where new offices are already under construction. This particularly applies to the east—in Watling Street and Cannon Street—and to the south going down to the Thames over Cannon Street and Queen Victoria Street. In other directions it is assumed that existing old buildings could be amortised and demolished.

Let us project ourselves forward a few years in time and assume that the Holford plan has actually come into being. This is the best way to understand it. From the west we approach St. Paul's, as we do to-day, up Ludgate Hill. (It is often forgotten that the Cathedral stands not only in the heart but also at almost the highest point of the City.) We drive or walk up the hill, but near the top the thoroughfare turns sharp to the right into a widened Carter Lane. Here we may get our first shock. There are direction signs to underground car-parks below the Precinct. But a moment's reflection will surely convince us of the sense of this. Straight ahead from Ludgate Hill to the steps up to the West Door there is no through-way for traffic. Instead there is a spacious Piazza. Of course, comparisons will at once be made with St. Mark's, Venice. Queen Victoria's statue

Continued on following page)

A CONTRAST IN ARCHITECTURAL STYLES: Geoffrey S. Fletcher suggests a view which would become familiar as a result of the Holford scheme. Carter Lane has become a widened thoroughfare, and the Churchyard is a garden. Wren's dome and his St. Augustine's spire (right) look on modern buildings by Carter Lane.

A SHOPPING CENTRE IN THE PRECINCT: A proposal in the Holford plan is that a shopping centre should be erected between the north side of St. Paul's Cathedral and Newgate Street. It would be paved and open only to pedestrians. The buildings would be functional but none of them would be over three storeys high.

ST. PAUL'S PRECINCT?

(*Continued from previous page*)

still stands in the centre. But in the left-hand corner is an unexpected tribute to Wren. Coming out from the North Wall at the West End is old Temple Bar, the elegant gateway designed by Sir Christopher which once stood at the entrance to the City in Fleet Street and which was removed in 1878 to Theobald's Park, near Waltham Cross. Around the forecourt are a variety of very modern functional buildings. On top of one of them is a gallery on which television cameras can be placed to record important occasions.

Leaving the Piazza and following the right turn from Ludgate Hill into the widened Carter Lane, we pass the walled Deanery of the Cathedral and then office blocks on both sides until we come to lawned gardens lying against the south side of the Cathedral. On the other side of the street are more offices and buildings running along to Cannon Street. Turning to the left at the East End we find the spire of St. Augustine's Church. The rest of the building was bombed to destruction during the war. Now in its place is the St. Paul's Choir School. Turning again to walk down the North Side back to the West End, we pass through a courtyard with trees flanked by some of the buildings on Paternoster Row, beyond which is a paved pedestrian shopping centre. This side of the Cathedral is dominated by blocks of modern buildings of varying heights, the highest of which, on the corner of Newgate Street, is twenty storeys in height.

Coming back from the future to the present, the question will be at once asked; is this plan the best we can do? Does this idea of shops and offices very close to the Cathedral really supply the dignified setting we all seek? Controversy has been inevitable. To Sir William Holford's massive report could now be appended an equally massive complement of praise, stricture and criticism on particular points. The House of Lords has shown a very wide measure of approval. In fact, one Noble Lord declared that he had never known such unanimity of opinion in their House. The House of Commons, on the other hand, has been far more cautious in its approach, The first reaction of the Corporation of London was by no means entirely favourable. It was felt that the suggested surroundings to the Cathedral were "not majestic enough." From the London County Council has come the comment that the proposals are "interesting and challenging."

Individuals no less than bodies have diverged in their expressions of opinion. The supporters maintain that it is in the best tradition of English architecture. It is not so much the details which matter, they insist, as the broad effect, the landscape. Sir William has ingeniously broken the lines of his various surrounding buildings by making them of different heights and shapes. This will allow St. Paul's to be seen to the best possible advantage. Sir William himself has said that he has paid particular attention to the mistakes made in the modern additions to the surroundings to St. Peter's, Rome.

The opponents, among whom are Sir Albert Richardson, P.R.A., have sometimes been fierce in their attacks. Their criticisms divide into the general and the particular. One school of opponents believes that the whole plan is at fault and that a new scheme should be drawn up which embraces a much wider section of the City. On the particular issue much animosity has been shown to the incongruity of having "skyscrapers," especially the one on the corner of Newgate Street, so close to Wren's masterpiece of classic Renaissance.

The illustrations on these pages may help the reader to reach his own conclusions. For instance, the South Side lawns definitely give much more of the air of a cathedral precinct than has hitherto been found here. But the shopping centre on the North Side may be harder at first sight to understand. It can justifiably be argued that from here the Church will be as much hemmed in as it was in the past. Then there is the question of the Piazza at the West End. It may be excellent to stand in it and face Temple Bar. But one may well shudder as one turns round and sees multiple stores intruding into the Precinct.

Towards the end of the first quarter of the eighteenth century an ancient man could sometimes be observed standing outside St. Paul's and gazing upon it with satisfaction. This was its aged architect, who was then heading towards his ninetieth year. One wonders, if he were to return now, whether he would look with equal satisfaction on the plan for the new Precinct.

FROM LUDGATE HILL : Under the new plan, before the west end of St. Paul's is a forecourt or piazza. In the left background is Temple Bar, another of Wren's creations, which Sir William Holford proposes should be brought back from its present country retreat and restored here to the City of London. Around the piazza would be modern buildings each of a different height.

On left—
THE SITUATION AT PRESENT : This photograph was taken recently from the steeple of Bow Church looking towards the east end of St. Paul's. On right traffic runs along Cheapside and in the far distance is the dome of the Old Bailey. In the centre foreground a car park lies below a building arising above Bread Street. All plans for St. Paul's Precinct must combine the aesthetic with the functional, so that business can be carried on in the City of London.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Common Land.—At the present time a Royal Commission is enquiring into the use of Common Land, and is taking evidence from all over the country. In my parish we have no such land, as it happens, but not long ago I presided at a meeting at Taunton when councillors from other parishes with commons discussed the whole matter. I was amazed to learn that there were so many different kinds of commons—from great stretches of heath on Exmoor, where farmers have strictly limited rights of pasturage, and ordinary open spaces near towns, to village greens and those awkward little bits of roadside waste that nobody knows what to do with. I have no doubt that the same thing applies in every other county. What remains now is merely the rump of immense areas of open land so ruthlessly enclosed at the end of the eighteenth century, about which we all read in our history books.

Furthermore, had it not been for the few enlightened souls who founded the Commons, Open Spaces and Footpaths Preservation Society (to give it its full unwieldy title) in 1865, and their successors, that rump might be even smaller than it is. In the 1860's the danger lay in the extinction of the open land round London, owing to building, and later from efforts of lords-of-the-manor to enclose and exploit the other remaining commons probably for the same purpose. However, after some tough battles, the day was saved—at any rate for the time being, for lately a new danger has arisen.

During the last war a good deal of Common Land was taken over under emergency powers and farmed, and with the continuing regeneration of agriculture some people think that the process should go on. Besides this there has been pressure from the Forestry Commission for the planting of trees, and more sinister pressure from other Ministries for atomic and other large-scale development. Some of this may not seem unreasonable—but consider the other side.

Not only do commoners' rights still exist, that is the local right to graze cattle, cut wood (estover), turn out pigs (pannage) and cut turves (turbary), but perhaps more important still, the public at large has a right by long-established custom to enjoy these open spaces and all the advantages that go with them; not least the bounty of wild life that is visibly suffering from the spread of towns and the exactions of modern farming. In our over-populated tight little island it is essential to have places to breathe in.

The Royal Commission, then, has a very important job. It must investigate thoroughly, and then see whether the rather archaic legislation affecting commons (really the remains of manorial law) should not be brought up to date and adapted to the present situation.

The Commons Society is urging that each common should have its own management scheme, an active arrangement whereby boundaries and local rights are clearly defined, disputes easily resolved, and steps taken to improve the condition of the land. Thus, if grazing is involved, that the swards be re-seeded from time to time, and that cattle be free of disease (as in the New Forest, now a T.T. area); or that old trees may be felled and new ones planted; or that playing fields be provided and properly maintained. In some cases the local government authority will have to be called in, and expenses met out of contributions from the rates. And finally the Society is urging that the Minister of Agriculture shall be responsible for protecting the public interest in commons. This should be included in a new consolidating and amending Act of Parliament.

A Reed Ceiling.—I am interested in old houses and have lately heard from a fellow author, James Forsyth, who lives in a fascinating old farmhouse at Anstye, in Sussex. Forsyth is rapidly making a reputation as a playwright—*The Other Heart*, *Heloise*, *Adelaise*, and a number of plays for the radio—and he is a painter as well. Such strenuous activity demands, I should say, sympathetic surroundings and the old house, he tells me, is a constant source of inspiration and discovery.

His latest find is a rush or reed ceiling of sixteenth-century origin, located between the solid oak floorboards of the principal bedroom and the eighteenth-century lath and plaster ceiling of the room below. According to Mr. R. Mason, of the Sussex Archæological Society, this hidden ceiling consists of a layer of common reeds (*Phragmites communis*) about one inch thick, fastened direct to the underside of the bedroom floor by means of short "straps" of cleft oak lath nailed on. The reeds are covered with a thick layer of haired lime (no loam or clay) which seems to have been painted or varnished. The purpose probably was to deaden sound, and is a device not unknown in other counties—Northamptonshire, for example—where rushes were easily available.

Then there are other puzzles in the old farmhouse: some rough timbers in the roof, and the doorways to two rooms carved out of solid oak, which suggests an earlier medieval building, possibly not used as a farmhouse at all. The cellar, too, is remarkable. It is over 8 ft. deep and is approached by a flight of winding stone steps and constructed of carefully dressed ashlar, bearing the date 1713 on one of the stones. Finally, when putting in electricity Forsyth found a child's leather shoe built on a pointed sole, and now the old man repairing the lane has brought in a George II halfpenny, not to mention a cannon ball discovered by one of the family. And so it goes on.

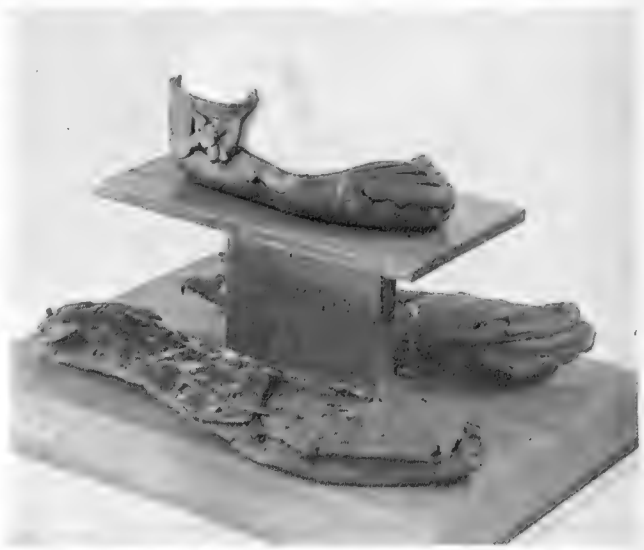
A Roman Sandal—and Other Things.—Forsyth's Sussex child's shoe may be 200 years old, which, though indeed a "find," is very small beer compared with something revealed last year at Low Ham, in Somerset. There, the Old Manor Farm, belonging to Messrs. Herbert and L. W. Cook, has already been the scene of major discoveries since the war: principally a large Roman villa lavishly equipped with a hall, reception rooms, ante-rooms and three palatial bathrooms (cold, hot and "Turkish"), and the *pièce de résistance*, a beautiful mosaic pavement depicting the love-story of Æneas and Dido, the Queen of Carthage. By the generosity of the owners, this now reposes in first-class condition in Taunton Museum. Last year digging began again on a new site, where Herbert Cook unearthed a well, 18 ft. deep, but entirely filled in. Six feet down, numerous animal bones were found and the femur of a female child, also many fruit-stones. At 8 ft., fragments of pottery and sundry personal effects, including two perfect spindle whorls made of Kimmeridge shale. A little lower, some wrought-iron handles originally fitted to wooden buckets.

At this point water appeared and mud, which had to be carefully sifted. It yielded, among other things, several pieces of leather, including one nearly intact sandal of children's size. The question at once arose, how to preserve these pieces of footwear that had been soaking in mud for upwards of 1,600 years? They might easily disintegrate into dust when dry, or shrink or harden out of all recognition. Eventually they were taken to Clark's Shoe Factory at Street, where various tests were carried out, after photographs, sketches and careful scale-drawings had been made. The first tests, using one or two fragments, were a failure. Later a prescription recommended by the Keeper of the Guildhall Museum had excellent results. This involved soaking the waterlogged leather in sulphonated castor oil for about a month to six weeks, and then hanging it up to drain for a further fortnight. Finally the factory produced a wooden filler which was inserted in the sandal and heavily lacquered to prevent absorption of oil from the treated leather.

The sandal can now be seen in Clark's Shoe Museum. It is black and very small by present-day children's standards—the tread being $4\frac{7}{8}$ ins. in length by $1\frac{3}{4}$ ins. in width at the widest point. It is made all in one piece and is a beautiful exhibit. Alongside it is a copy in buffalo hide, made by one of the craftsmen, showing the skilful construction from a single piece of leather. Incidentally, it is easily the oldest exhibit in the Museum—1,300 years older than the former doyen of the collection, the jackboot of one of Oliver Cromwell's Ironsides.

A WEST COUNTRY LANDSCAPE: This view is taken from the coast near the headland of Willapark and is looking over Forrabury Common towards Forrabury Church, near Boscastle, in North Cornwall. All the common, up to and beyond the church, was acquired by the National Trust this year. The common is divided into forty-two "stitches," long narrow strips divided by low earth banks, and these stitches are held and cultivated by their tenants in accordance with the Celtic custom of "stitchmeal." Each tenant crops his stitch with corn, hay, or potatoes between March and September, but for the rest of the year the whole area is grazed in common, each tenant having the right to depasture cattle and sheep. The system is a survival of this type of tenure in the West Country.

A REED CEILING IN AN OLD SUSSEX FARMHOUSE: It has been discovered between the solid oak floorboards in the main bedroom of an old farmhouse at Anstye. The construction is of sixteenth-century origin.



ANCIENT FOOTWEAR FROM A DISUSED ROMAN WELL IN SOMERSET: The child's small black sandal, dating from the first half of the fourth century, and (below) parts of a sole and insole of adult shoes of the same period were found at Low Ham.

CYPRUS BOMB ATTACKS

Demonstrating School Girls were the Cover for Several Terrorist Outbreaks in Nicosia

A demonstration which was started in the main streets of Nicosia by a group of Cypriot schoolchildren led to serious incidents later in the day when British troops and police began to break up the procession. A private in the South Staffordshire Regiment lost his life as a result of a bomb thrown at a military vehicle, and five other soldiers were wounded. Seven Cypriot civilians were also injured in the bomb attempts which were mainly directed against the security patrols trying to clear the streets. As the troops dispersed the schoolchildren, a group of terrorists crept up through the thick crowd lining the pavements and threw three bombs. One of them was a petrol bomb which landed in a car and set it alight at once. The return to order was very gradual, as the children banded together after each successful attempt to disperse them and began to throw stones at the security forces until they had to be dealt with again. The density of the crowd which was loudly applauding the defiant children made excellent cover for the terrorists. When an inquiry was held later by the District Commissioner, no information was forthcoming.

BOMB-THROWING IN NICOSIA: Men of the South Staffordshire Regiment move away from a bombed police vehicle to disperse rioters at the end of the street. The bombing incidents occurred as police and troops tried to disperse a demonstration being made by young schoolgirls carrying the Greek flag. A British soldier lost his life in the terrorist attacks.

On right—

ONE OF THE CASUALTIES: A Cypriot civilian injured in the terrorist bomb attempts is carried into an ambulance to be taken to hospital. He was one of two civilians wounded when a bomb was thrown at an army patrol vehicle as it was passing through the narrow streets.

A BRITISH VICTIM: A soldier, injured in a bomb attempt on his vehicle, is driven away to have his wounds dressed. Military and police patrol cars were the targets for the terrorists.

IN THE ARMS OF A COMRADE: A private in the South Staffordshire Regt. is held by a fellow soldier after he had been seriously wounded. In the background is a wounded Cypriot civilian.

THE CAUSE OF THE OUTBREAKS: A procession of Cypriot schoolgirls marches through the streets of Nicosia with the Greek flag at their head. It was while breaking up this demonstration that British troops were the target for a series of concerted attacks by terrorists. The schoolchildren were cover for the assassins.

ROCK- AND WATER-GARDEN AT CHELSEA: Made out of Hornton stone, this rock-garden by Mr. Geoffrey Chalk, of Gavin Jones Nurseries Ltd., of Letchworth, was awarded a Gold Medal at last week's Chelsea Flower Show, organised by the Royal Horticultural Society. Although the rock-gardens this year were as spectacular as ever, there were only three outdoor formal gardens on show. An early visitor to this very popular annual show in the grounds of the Royal Hospital was the Queen Mother, who spent several hours looking at the exhibits.

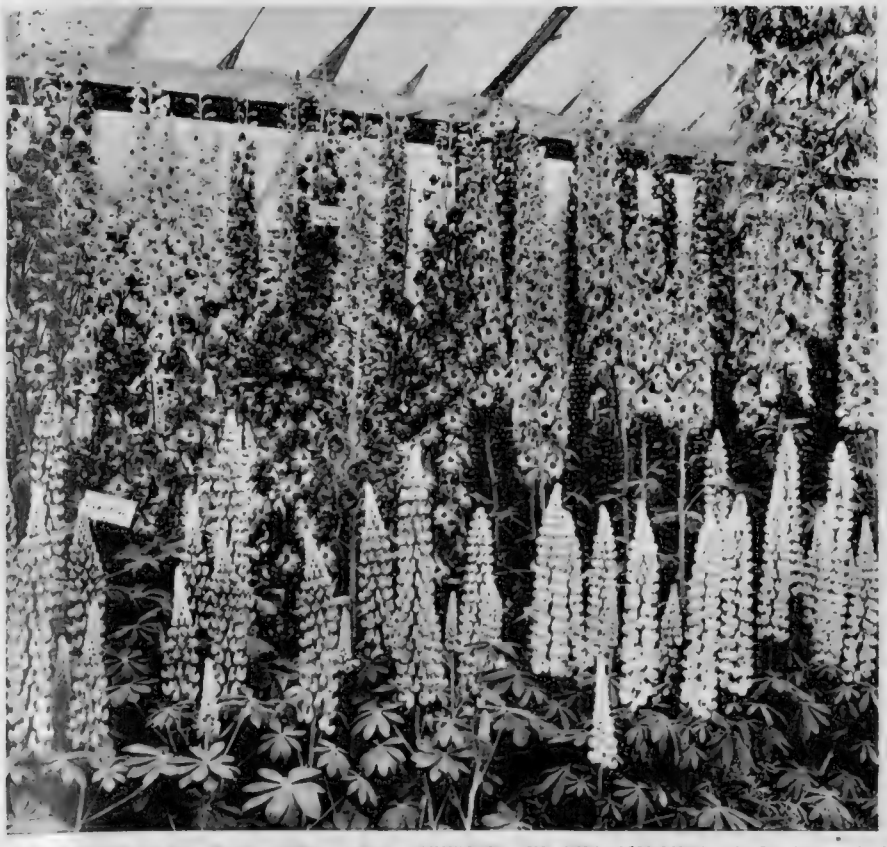
FLORAL BEAUTY AT CHELSEA

Glorious Weather for the Annual Flower Show

TWIN FOUNTAINS TERMINATING IN A POOL: This rock-garden was designed by Mr. Geoffrey Bawcutt for Savory's Bromley Hill Nurseries, in Kent, who were awarded a Silver-Gilt Banksian Medal. In other sections of the exhibition there were several displays by English and Scottish nurseries of flowers and shrubs suitable for planting in rock-gardens.

A NEW PINK ROSE FOR THE QUEEN MOTHER: Named "Grace de Monaco" it was presented to her during her tour of the Show with Princess Alice.

VEGETABLES ALSO HAD A PLACE OF HONOUR: This fine display of vegetables was by Toogood and Sons, of Southampton, who were awarded a Gold Medal.



GOLD MEDALS FOR TWO FIRMS WHO EXHIBITED IN THE MARQUEE: *Left*—Bakers' Nurseries, of Codsall, Wolverhampton, entered this prize-winning display of Bishop Delphiniums and Russell Lupins; they also had a display of roses. *Right*—To celebrate their 150th anniversary, Sutton and Sons Ltd., of Reading, staged this attractive display of annuals and greenhouse flowers from seed. Winding through the centre is a curved path. Throughout the four-day show members of the Horticultural Society's staff were in attendance at an information bureau in the marquee to give advice on cultural questions, diseases, pests and other garden problems.

THE VISITORS CROWD ROUND THE ROCK-GARDENS ON THE FIRST DAY: In the background is the marquee for the Floral Arrangements, an innovation at the show. Flower arrangement societies in many parts of England and Scotland co-operated in staging in the marquee a superb display which attracted much attention. In the show's scientific section various experiment and research stations showed several exhibits. These illustrated the results of scientific research bearing upon horticulture.

THE DOUGLAS DC-7C—A NEW LONG-RANGE U.S. AIRLINER: Described as the "world's longest-range commercial machine," a Douglas DC-7C Seven Seas landed at London Airport last week. Five of the new model Hillman cars fit comfortably under its centre section. It went into service with Pan-American World Airways yesterday, and is the first commercial aircraft to fly the Atlantic regularly in one "hop." With a range of 5,000 miles, it is claimed to be able to cross the Atlantic and reach many of the capitals of Europe without stopping, allowing for a full load and adverse weather conditions. A cruising speed of 350 m.p.h. allows the DC-7C to fly the Atlantic in a little over 10 hours. A fuel saving of 20 per cent. is achieved by trapping the exhaust gases from the engine and feeding them into a turbine that converts them into additional power. Sixty first-class, or seventy-two tourist, passengers can be carried, cruising at a height of 25,000 ft. B.O.A.C. have ordered ten DC-7C's for their North Atlantic service, to go into service next spring. The DC-7C is the last of the famous line of the Douglas "DC" series aircraft to be powered with piston engines. The wing-span is 127½ ft.

AIRCRAFT LARGE AND SMALL

The Longest-range Airliner in the World; Fat Tyres for a Versatile Light Plane

Above, left—

A COMFORTABLE RIDE FOR AMERICAN PILOTS: This Stinson Voyager light aircraft rolls comfortably over blocks of wood and planks on its soft low-pressure tyres, at Akron Airport, Ohio. These tyres, made by Goodyear, are 2 ft. wide, and are the softest ever made for an aircraft. They are carried on a specially-built undercarriage. The tyres are designed to allow the aircraft to operate from ploughed fields, rough clearings and any primitive landing ground that is not obstructed by major obstacles. They have the effect of "ironing-out" the bumps. *On left*, top half of picture—The Stinson Voyager takes off, its tyres resembling great rubber rollers. These are also intended to enable the aircraft to take off and land in snow- and ice-covered areas. In this adaptable aircraft, the pilot should not have to worry so much about a forced landing on a long journey over rough country. Bottom half of picture—The aircraft throws up a cloud of spray as it takes off from ground covered with pools of water. This manœuvre is impossible for an aeroplane using tyres of normal size.

NEW USES FOR OLD BUILDINGS

A Sussex Castle Becomes a College for Authors; A Cumberland Hotel as a Youth Hostel; Repairs at Rye

Two buildings at extreme ends of England are now being used for entirely new purposes. In Sussex, Goring Castle, near Worthing, has been taken over as a week-end School for Writers and the Authors' Country Club, and in Cumberland, the former Buttermere Hotel has been adapted as a Youth Hostel as part of the memorial to King George VI. Goring Castle will provide a social, cultural and intellectual centre for authors, writers, publishers and agents, and famous authors will be in attendance to lecture on the art of writing. Among the facilities at the Castle is a comprehensive library of books on writing. The Hostel at Buttermere, which has been opened by the Youth Hostels Association, will be used by young people in Britain, the Commonwealth and many other countries.

A NEW USE FOR GORING CASTLE, NEAR WORTHING, SUSSEX: It has been taken over by the College of Authors for use as a week-end school for writers, and the Authors' Country Club. The castle was built by Sir Bysshe Shelley for his poet grandson. During the war it was occupied by Canadian troops.

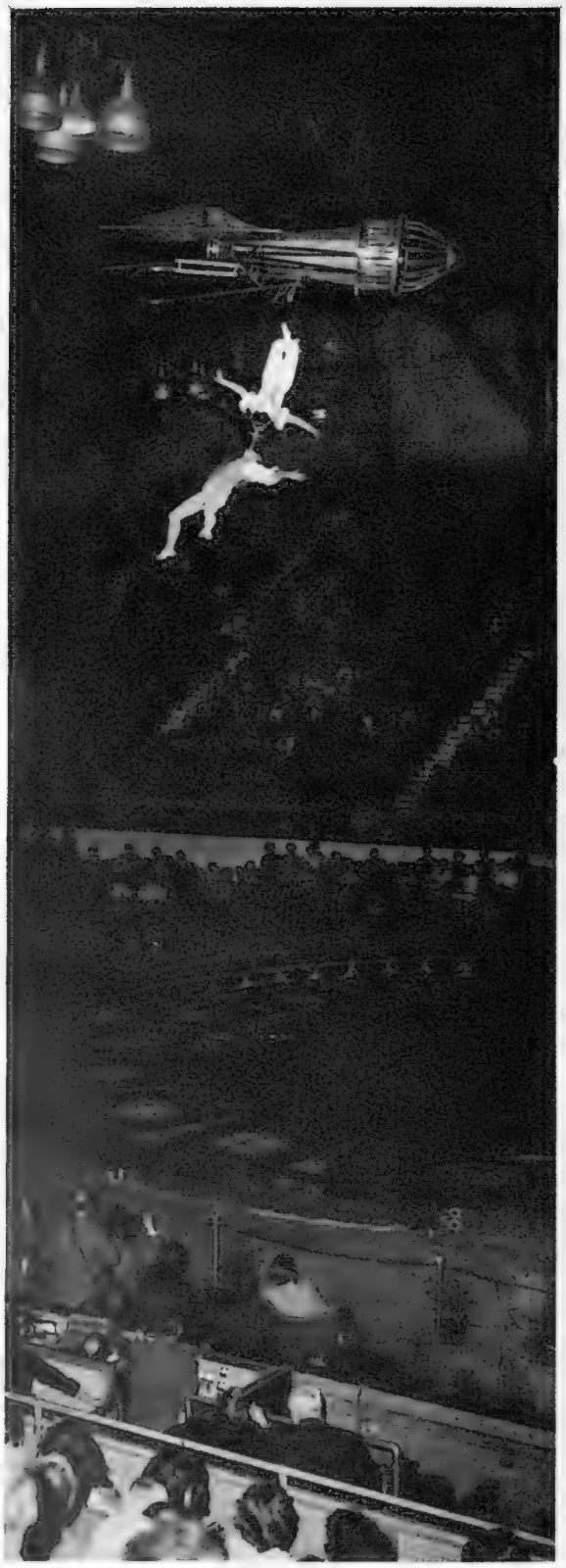
On right—

IN THE MAIN HALL OF THE CASTLE: Mr. A. C. Somerset, owner of Goring Castle, and Mr. Athelstan Ridgway, Director of studies, are seen in conversation on the stairway of the main hall.

RE-COBBLING A PICTURESQUE STREET IN RYE: Men are at work in Mermaid Street, one of the quaint thoroughfares of this Sussex town. The old stone cobbles are used in the relaying. They are taken up and cleaned and then relaid on a new foundation of shingle. The same cobbles have been used in the street for many years.

On right—

A NEW YOUTH HOSTEL IN CUMBERLAND: The former Buttermere Hotel is one of five new hostels which are being opened by the Youth Hostels Association as a result of grants from the King George VI Memorial Foundation. The opening ceremony, at Buttermere, was performed by the Princess Royal, who said in her speech that it was a fitting memorial to her brother, who always concerned himself so much with the youth of the nation. The Memorial Foundation has given £10,000 for the purchase and re-equipping of the building. It is of blue-grey local slate and stands above Lake Buttermere.

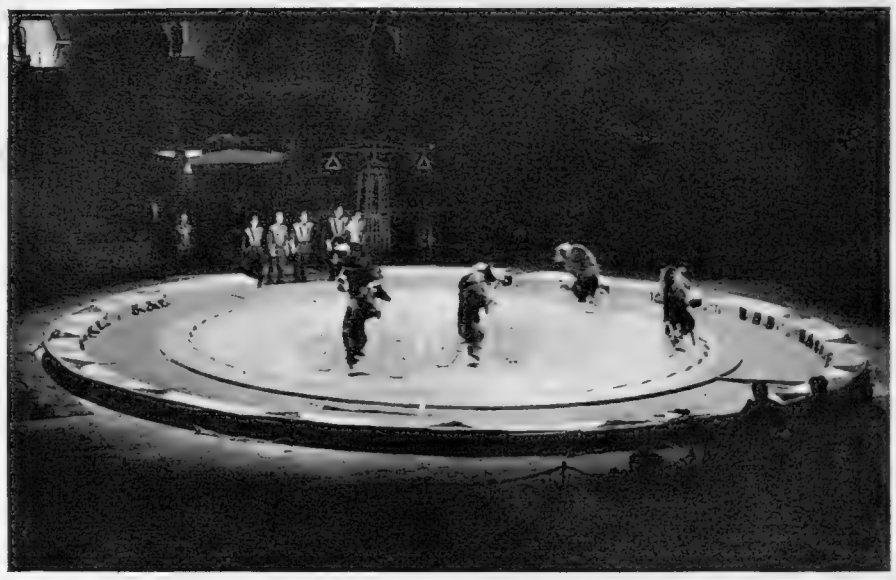


THE MOSCOW STATE CIRCUS IN LONDON: OLEG POPOV CLOWNS. The popular clown amuses the audience by balancing a doll on his head (*left*); and with his antics with a balloon (*right*). In spite of his great virtuosity, Popov dislikes being singled out among the performers. The circus is a team, without "personality cults." His only "props" are a variety of garish flat caps and a walking-stick, which performs many unusual functions.

THE RUSSIAN CIRCUS AT HARRINGAY

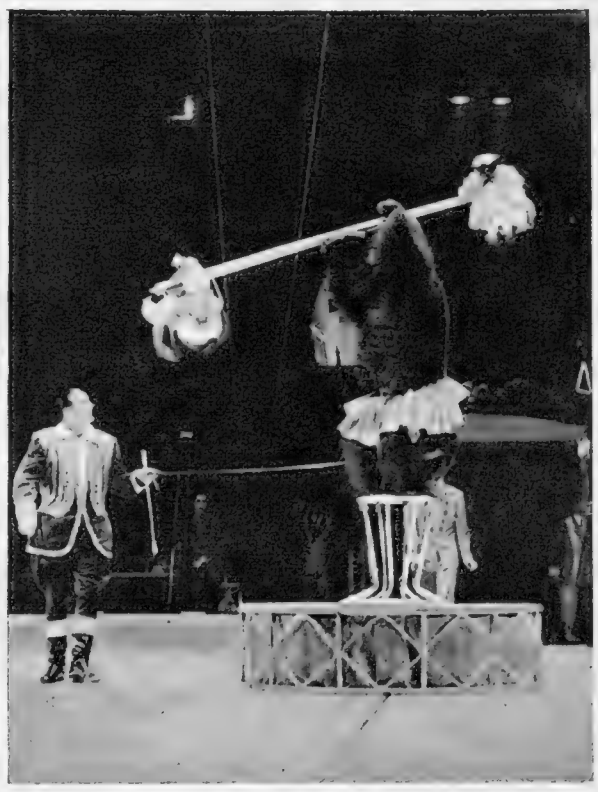
Acrobats, Clowns, and Bears in a Display Combining Skill, Agility, Beauty and Amusement

The Moscow State Circus is entertaining Londoners at Harringay Arena for a three-week season, which began on Whit Monday. The disciplined virtuosity exhibited by the performers, human and animal, reflects the stringent training they undergo. In the Soviet Union the circus is taken very seriously, as it is considered culture as well as entertainment. In Western Europe performers teach their own and other performers' children in the ring. In Russia they study all acts for four years in State circus schools and then take an examination in their best subject. They then join one of fifty-five circuses, where most audiences are adult. Special matinees are held for children.

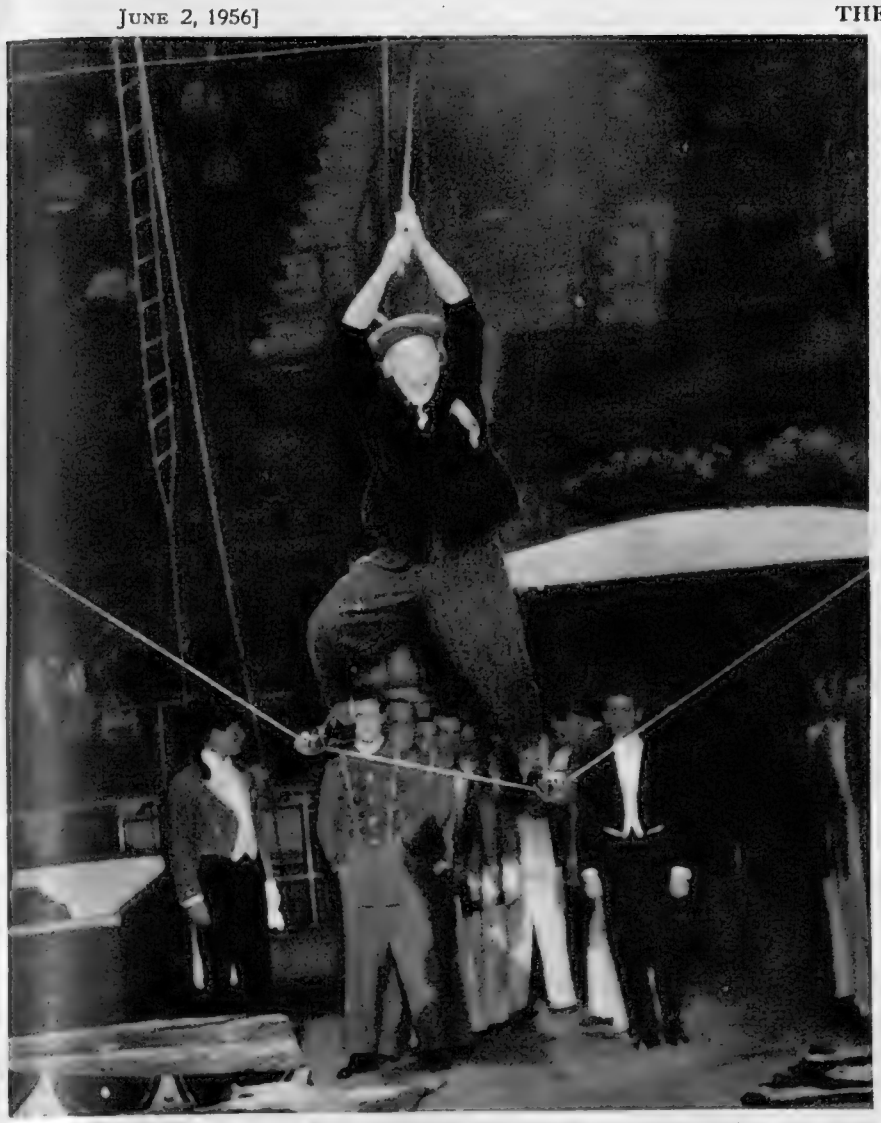


ACROBATS PERFORM AT HARRINGAY: Acrobats Helene Sinkovska and Victor Lisin swing by their teeth from their "space-ship." 25,000 people attended the Russian circus's first performances at Harringay on Whit Monday. Mr. Malik, the Russian Ambassador, and 14 M.P.s were among the crowd on the opening night.

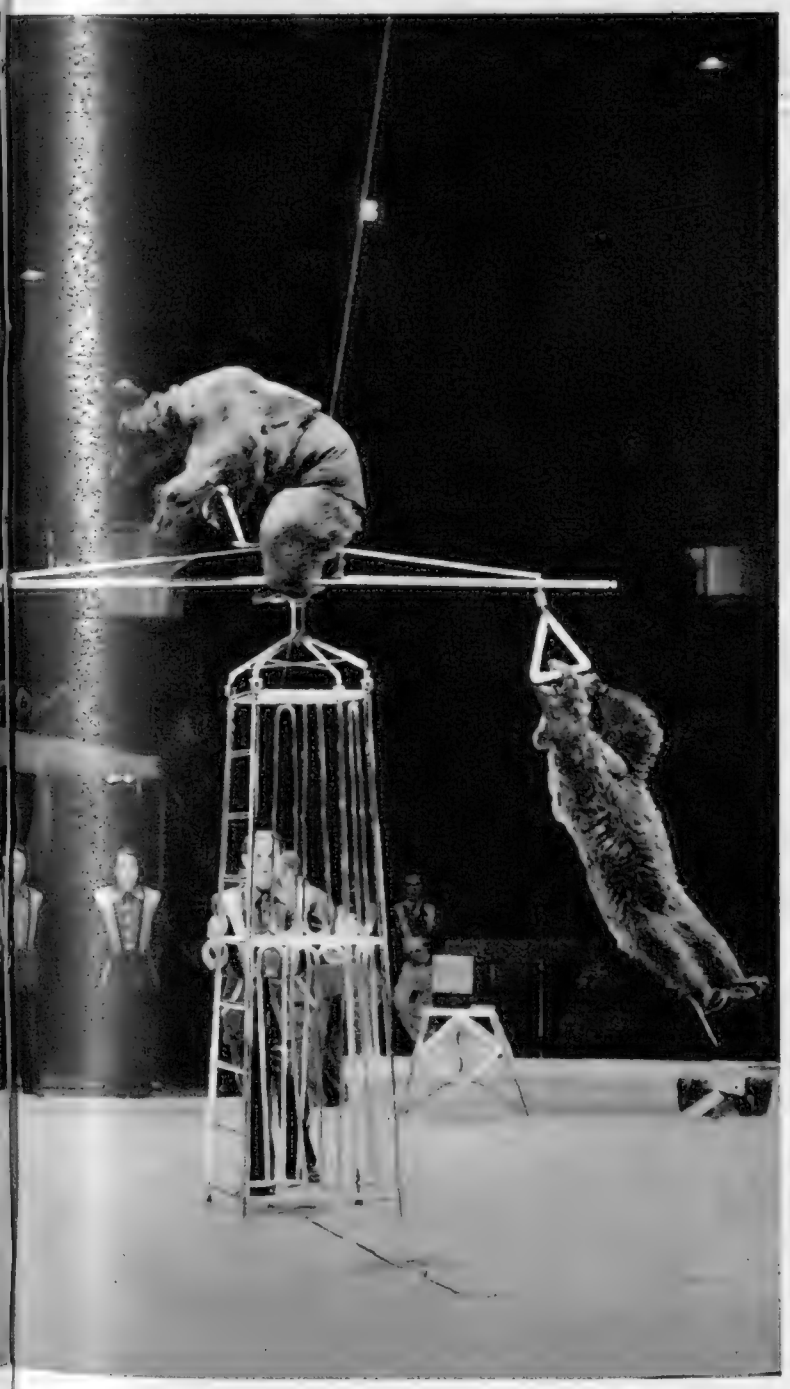
BOXING BEARS: Two bears spar in the ring, oblivious of their slipping trunks. The Russian troupe claim that the animals can perform almost any balancing trick a man can do.

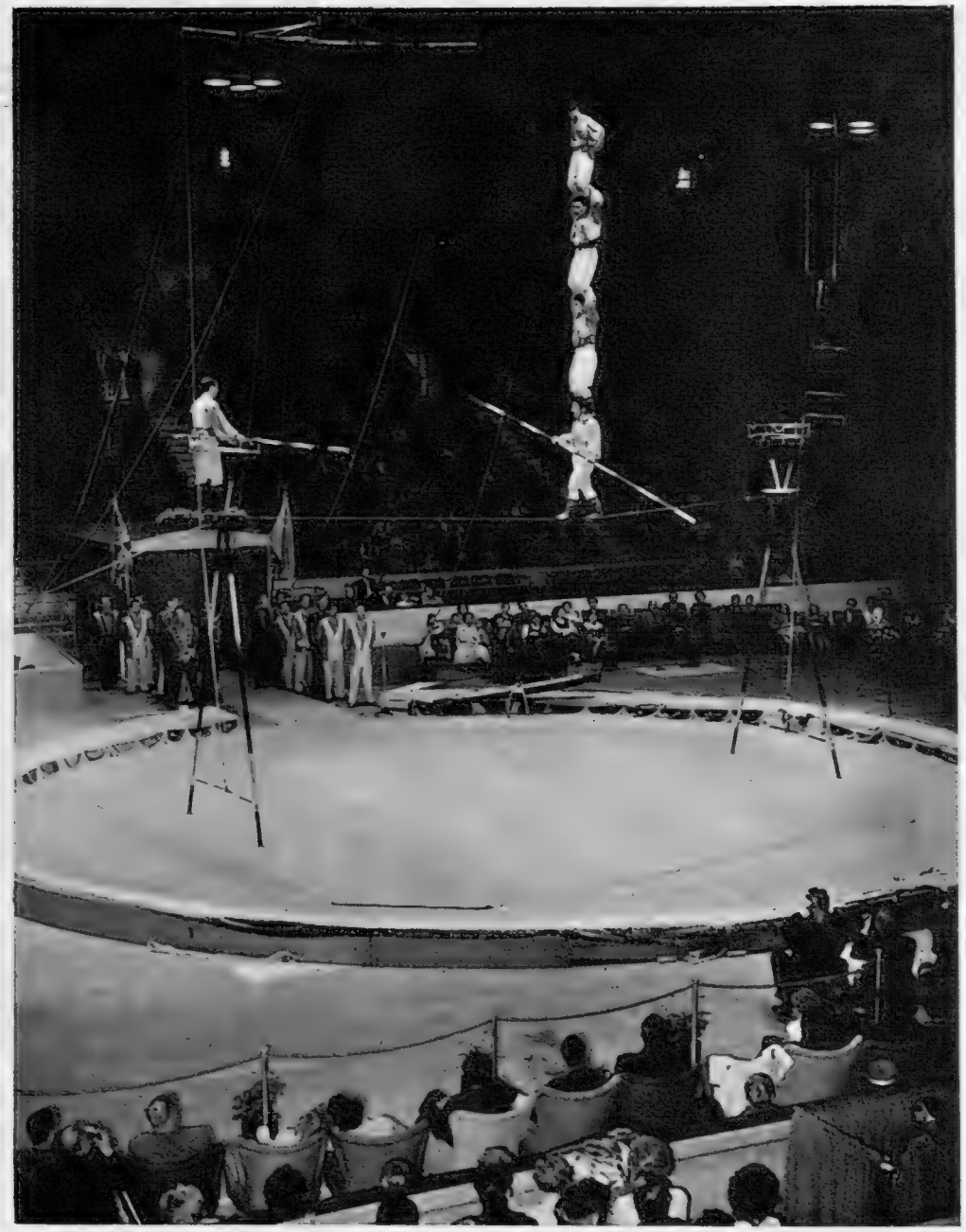


BEARS EARN THEIR LIVING: Five of the thirteen Russian bears of the Moscow State Circus ride their bicycles in the ring. *On left*—A bear turns acrobat. Its trainer, Valentin Filatov, watches proudly. *On right*—The performing bears become airborne as they swing on their roundabout. As these pictures show, the Russian bear is an amusing, intelligent and versatile beast. Their other specialities include roller-skating, trapeze acts and riding two at a time on motor-cycles. They appear for forty minutes at each performance and wear ballet skirts or trousers. Five horses and two ducks complete the troupe of trained animals. Their training is as rigorous as that of the human performers, who are trained in the State circus schools.



POPOV AS JUGGLER AND ACROBAT: *On left*—Oleg Popov, a product of Russia's State circus schools and one of Russia's most celebrated clowns, demonstrates his extraordinary versatility on the slack wire. As well as being a most amusing clown, he is an accomplished acrobat and juggler, as is seen in these pictures. With his long golden hair and high-pitched voice, and unlike the clown in British circuses, he is always recognisable as himself. *On right*—Popov juggles on the slack wire.





FOUR AT A TIME ON THE HIGH WIRE: The Tsovkra troupe from Daghestan show their skill on the high wire. Other features of the circus are Alexandre Serge's equestrian troupe of horses and acrobats, Violette and Alexandre Kiss, jugglers, and the four Boubnov, acrobats.

ON THE LONDON STAGE

Gigi ; Macbeth ; Magyar Dancers in London

Anita Loos adapted *Gigi* for the stage from Colette's novel some years ago. Now Londoners are seeing the comedy with Leslie Caron in the leading part. It is her first appearance in a play in England. Gigi is a gawky young tomboy of fifteen, who delights in the pursuits fitted to her age. But her family are determined that she shall be educated to become the mistress of some wealthy man. The girl has a friend in Gaston Le Chaille, a man of about thirty, whom she calls affectionately "Ton-Ton." They play innocent games together. Ton-Ton has a mistress who leaves him. In her place the family plan to substitute Gigi. But she turns the tables on them by marrying Ton-Ton.

IN "GIGI" AT THE NEW THEATRE: Leslie Caron in the title-role and Tony Britton as Ton-Ton quarrel during a game of cards, in the comedy adapted from the novel by Colette.

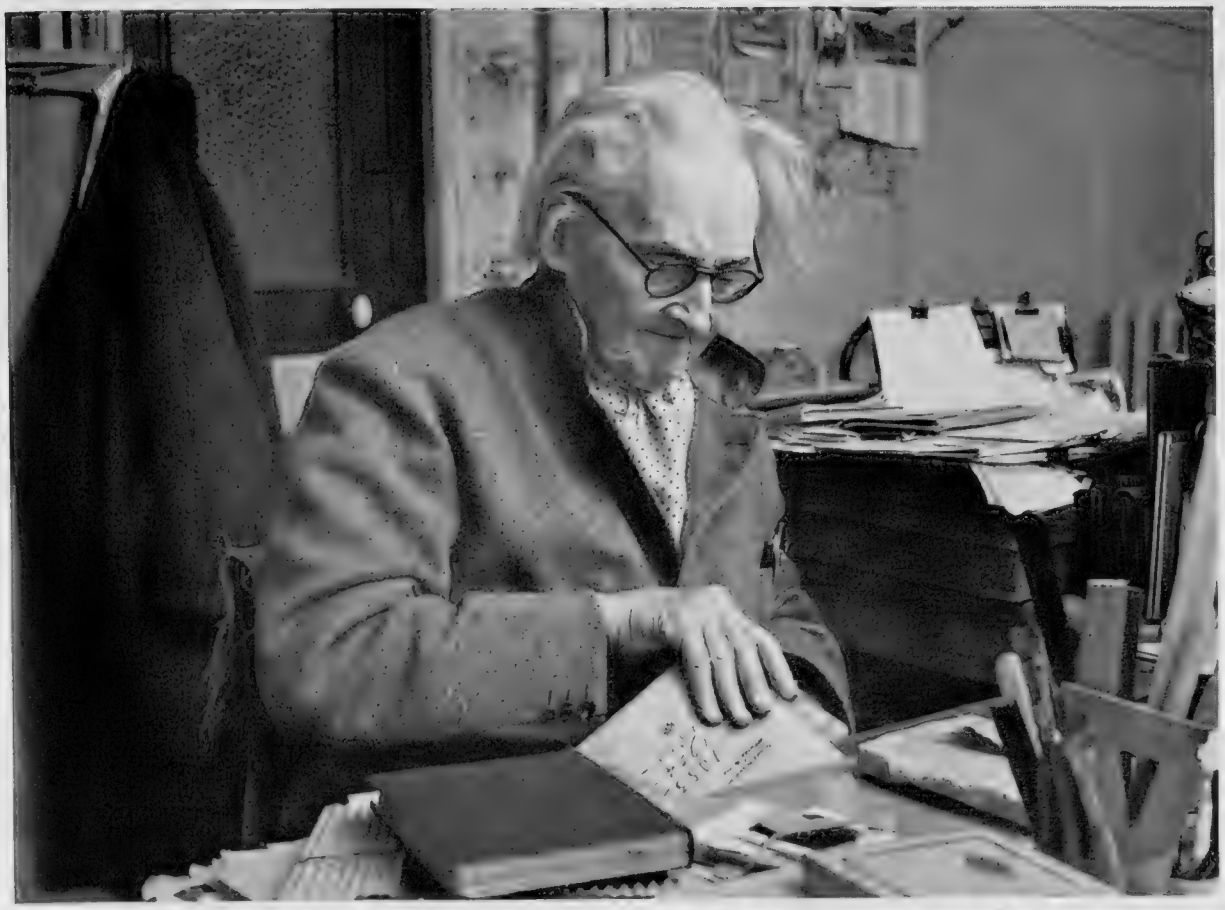
THE YOUNG INNOCENT: Gigi (Leslie Caron) is a girl of fifteen who enjoys childish pleasures. But she is being brought up with only one object—to be a rich man's mistress.

"MACBETH" AT THE OLD VIC: In the ghost scene at the banquet the three leading players are Paul Rogers, as Macbeth, standing on the stairs; Jack Gwillim, as the ghost of Banquo, sitting in the white shirt at the head of the table; and Coral Browne, who is Lady Macbeth, on the throne. On *left*—Coral Browne and Paul Rogers are together in one of their scenes. Mr. Michael Benthall's production of Shakespeare's tragedy, now at the Old Vic, was first seen there two years ago after it had had a great success at the Edinburgh Festival. In the autumn it is being taken to America, with *Richard II* and *Romeo and Juliet* for the tour which the Old Vic Company is to make there.

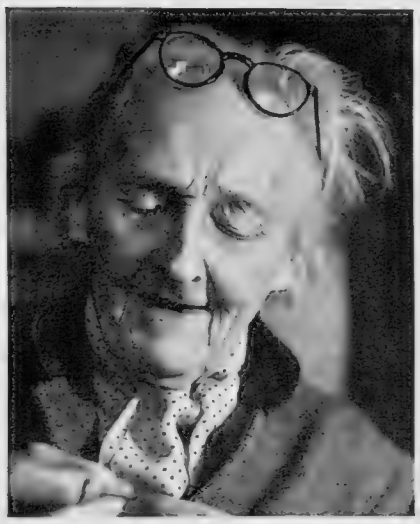
MAGYAR DANCERS: Male dancers reach the climax of one of their spirited numbers in the performances by the Hungarian State Company of Dance, Song and Music. The company opens its season for six weeks next Monday (June 4) at the Palace Theatre, in London. *On right*—Some of the Women's Dance Group sweep round grotesque figures in "Evening in the Spinnery." It will be the first time this Company has been seen in Britain.

G.O.M. OF THE THEATRE

The Son of Ellen Terry Now Lives in Obscurity at Vence, Near Nice, in France



ONCE EUROPE'S FINEST PRODUCER AND DESIGNER: Edward Gordon Craig, now eighty-four years old, dominated the European stage as a producer and set designer at the beginning of this century. Born in England in 1872, the son of Ellen Terry, he now lives in near poverty in a small *pension* at Vence, near Nice, where D. H. Lawrence died. *On right*—Gordon Craig as the Gardener's Boy in *Eugene Aram*, aged thirteen in 1885, making his second appearance on the stage.



THE FRIEND OF THE "IMMORTAL" DUSE: Gordon Craig knew Eleonora well and staged Henrik Ibsen's *Rosmersholm* with her in Florence. He was also a great personal friend of the dancer Isadora Duncan, and keenly felt her tragic death in 1927. Most of his time these days is taken up with writing his memoirs, which he hopes will fill two volumes. *On left*—A great deal of the day is spent in the small room he occupies in a little *pension* in Vence. Yet neither his advanced age nor his financial difficulties prevent him from planning great journeys.

THE FOUR WALLS OF HIS LITTLE WORLD: One of the pleasures left him is the reading of his modest collection of books and theatrical cuttings. *On right*—His simple library, which fills a few shelves in his *pension* at Vence.

Fame came early to Edward Gordon Craig as the son of Ellen Terry. He first appeared on the stage at the age of thirteen and later acted for eight years with Sir Henry Irving. But as he says himself, it was his mother who "made" him, and it was she who despaired when he decided to leave the stage to study theatrical production and design. The decision was a very wise one, for Craig became the dominating influence in the world of stagecraft at the outset of the twentieth century. Reinhardt owed a great deal to him and even the incomparable Eleonora Duse bowed to his genius. The theatrical managers of London and the capitals of Europe recognised that he brought a new space and atmosphere to the old crowded stage.

The secret of his success was that his ideas were completely revolutionary at a time when the craft of stage production and design was badly in need of a change. He was hailed as someone who at last realised the importance of that forgotten man, the producer. The novel theme that he preached so persistently to the world of the theatre was that stage sets must be of "harmonious simplicity," rather than heavy and clumsy photographic reproductions. There are few producers and designers in the world to-day who have not been influenced by the books he wrote and the sketches he made to illustrate this theme.

Gordon Craig has never suffered from a lack of original ideas. Even to-day, his fertile mind continues to find exercise as he writes in his small *pension* at Vence, near Nice. At the height of his fame he felt the need to spread his novel ideas and so to bring a new life to a theatre that was being choked by convention. In 1908 he founded *The Mask*, a journal for the art of the theatre, which became the vehicle for carrying his revolutionary doctrines. Five years later he set up his School for the Art of the Theatre near Florence. Among his books and publications are *Towards a New Theatre*, *The Marionette*, *The Theatre Advancing* and *Books and Theatres*. His latest book, dedicated to his father, was *Ellen Terry and Her Secret Self*.

To-day Gordon Craig, eighty-four years old and forsaken by the world, lives in near poverty at Vence, in the south of France. Most of his time is taken up in writing the two volumes of his memoirs. The first volume, which relates his life until 1905, is due to be published shortly. He no longer has any desire to work professionally for the theatre because, as he explains, he has no wish to repeat himself. The unorthodox ideas which shattered the theatrical world over half a century ago are now accepted as being fundamental. But he follows keenly the career of his daughter Daphne, who has continued the family's theatrical tradition with Jean-Louis Barrault and his company in Paris.

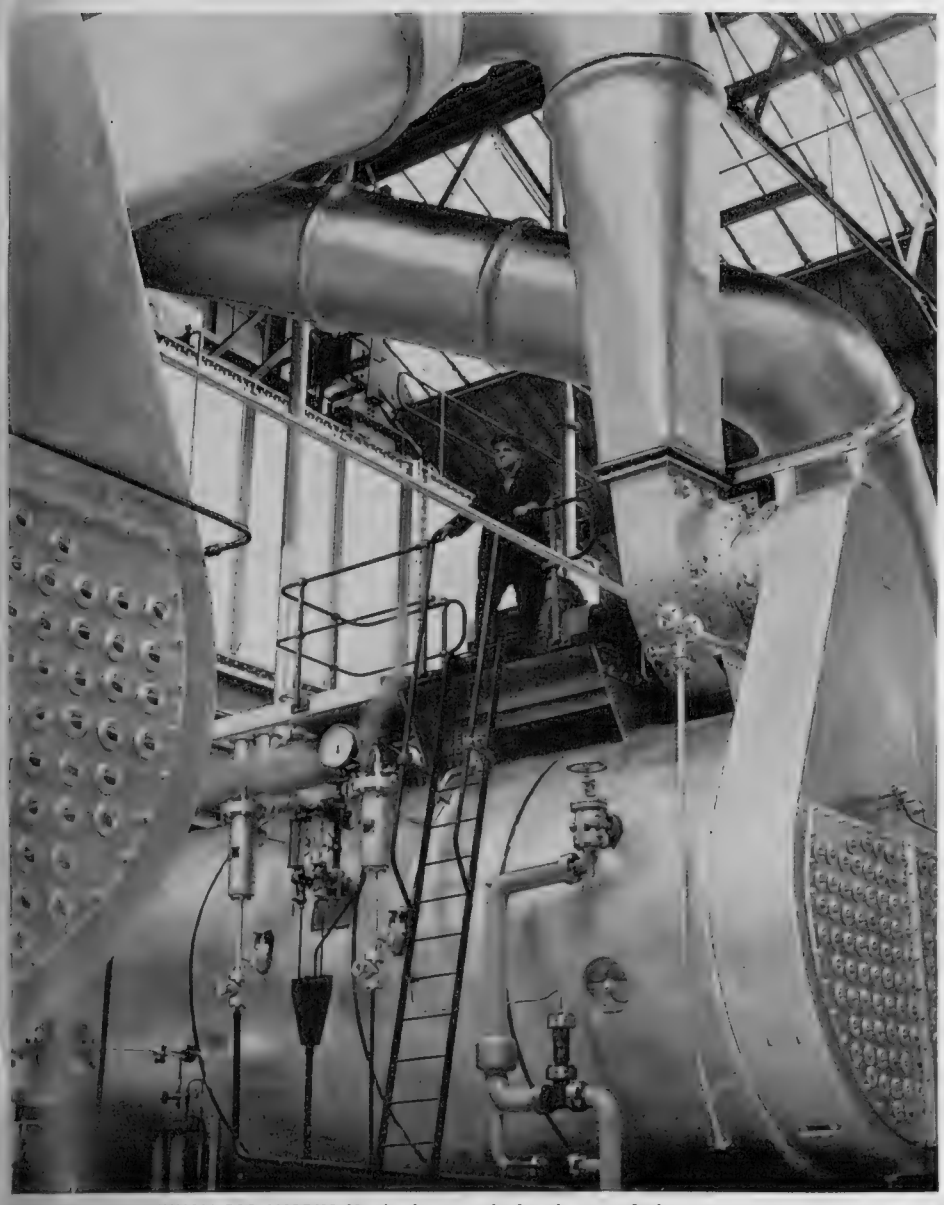
AUTOMATION

A Factory with Five-men Shifts; and a Gasworks with a Staff of Twenty-one

When the Mayor of Derby opened the new £250,000 plant of Micafine Limited, he started the operation of an excellent example of automation. The factory produces mica for the manufacture of a wide range of products. In the vast sheds are grinding mills, pumps, filters and other large machines. Yet under the Micafine Company's system of automation, five men, and no more, are required at a time to keep the plant working. The full measure of this achievement is to be found in the fact that the entire staff is only seventeen, and with this number round-the-clock shifts of five can be worked for seven days a week. The first reaction of the visitor is one of amazement at the lack of the human element among the great machines. One solitary figure can stand in a large mill bay, and control it. But Micafine illustrates the basic purpose of automation. Far from turning workers into robots, it frees them from repetitive motions and allows ample time for relaxation and breaks from duty.

TWO-FIFTHS OF A SHIFT IN THE MICAFINE FACTORY AT DERBY: J. Elliott (left) and E. Foye consult an operating chart in the mill bay of this factory which produces mica powder. The two are responsible for all the machinery in this bay. *On right*—An entire shift of only five men enjoys a tea-break in one of the machine shops in this pioneer factory in automation, where the total staff is no more than seventeen men.

ONE MAN ALONE CONTROLS A LARGE ASSEMBLY OF MACHINES: He stands a solitary but quietly efficient figure in the factory of the Micafine Company. The plant at Derby cost £250,000 and started work in the middle of last month. Five-men shifts are being worked round the clock seven days a week. The equipment under their care includes five huge filters, a drying machine, eleven pumps and two big grinding mills. The mica produced is used for making plastics, paint, cables, and many other commodities.



THE NEW TOTTENHAM GAS WORKS: A single man is in charge of the boilers which recover heat from waste gases to supply power in the plant of the Eastern Gas Board in Willoughby Lane, in Tottenham.

THE COKE CONVEYER IN THE ELECTRONICALLY-CONTROLLED GAS WORKS: It carries the coke to the screening plant. At the Tottenham works twenty-one men in all are needed to work in three shifts under ideal conditions.

The gasworks of the Eastern Gas Board in Willoughby Lane, Tottenham, are another example of automation well worth the attention of those now studying the subject. It is a smokeless plant, electronically controlled. The electric power required for its operation is generated from waste gases and drives the belts which carry the coal and the coke. The whole organisation of the works is operated by a system of push-buttons. As a result of this, a staff of twenty-one working in shifts can produce 8,000,000 cu. ft. of gas per day for the requirements of North London. There have been no labour troubles over the development of automation here.

THE CONTROL PANEL FOR THE CONVEYER-BELTS: At this apparatus the one operator controls the conveyers running for half a mile and shifting coal and coke at the rate of 3,000 tons in a day.

WHERE TWENTY-ONE MEN PRODUCE 8,000,000 CUB. FT. OF GAS EACH DAY: This general view of the £1,500,000 Willoughby Lane Gas Works shows some of the system of the conveyer-belts. It is estimated that thirty years ago 350 men would have been needed to produce the gas now required here.

SAFER AND EASIER TO DRIVE

The New Hillman Minx has Many Appealing Features; the Austin A. 105 Goes Faster and Looks Smarter; Price Increases; Pride in Driving; Signalling Lights and New Roads

By "THE SPHERE" MOTORING CORRESPONDENT

THE new Hillman Minx looks good to me. What 's more, it has a new liveliness and more room inside and it is safer and easier to drive. I am not merely quoting the Rootes Group catalogue. I have driven the car for hundreds of miles and know what I am talking about. You can regard it as a brand-new design. It is not merely an improved version of the old Minx, though the new model incorporates all the lessons learned since the first Minx appeared twenty-four years ago.

There is valuable goodwill in the name "Minx," for the car has always been a best-seller right down through the years. That is why Sir William Rootes did not even consider giving the new car a different name. Among the new features of the new Minx I would rate highest the car's attractive, sophisticated looks. Here is styling that can compete on level terms with any Continental rivals in the same price bracket. The car is 1½ ins. lower, nearly 3 ins. wider, has a moulded waistline, wrapped-round rear window and a step-down floor.

The new Minx is available in a wide range of twin-tone colour schemes, including such fascinating combinations as sea-crest grey and pearl-grey; April yellow and pearl-grey. Two saloon versions (de luxe and a cheaper "special") and a convertible model of the new Minx are in production. The Californian hard-top has been discontinued. The new two-door Sunbeam Rapier (with basically the same engine as the Minx) has already taken its place.

The 4-cylinder overhead-valve engine of 1,390 cc. introduced by the Rootes Group two years ago has been retained for the new range, but the compression ratio has been stepped up from seven to eight and the unit gives 51 brake horse-power at 4,600 r.p.m. (instead of 43 at 4,400). You can rely on a genuine 75 m.p.h. and on wide, straight roads 65 m.p.h. is a comfortable cruising speed.

The car holds the road better and corners more safely. The brakes have been improved and so has the steering, which is light but positive. There are now telescopic shock-absorbers front and back, those at the front being located inside the coil springs of the independent suspension. The increase of 3 ins. in the wheelbase makes it possible to seat all the car's occupants "inside" the axles, and the wheel arches at the sides of the rear seat have almost disappeared from view. This gives comfortable rear seating for three people.

Other appealing features are the bigger and better-shaped luggage-boot, the wrap-round bumpers, the fuel economy (an overall everyday consumption of 35 m.p.g. is claimed) and the sloping bonnet. Unfortunately, the new models cost more. The de luxe saloon is up £30, including tax, the special saloon is £42 more and the convertible £37 10s. more.

On the other hand, the Minx estate car (which still has the old body but has been given the overhead-valve engine) has been reduced in price by £52, including tax. The Husky, which has the new engine but is otherwise unchanged, costs the same as before.

Another new British car announced recently is the Austin A.105. It is a development of the A.90 Westminster and has basically the same body and 2.6-litre, 6-cylinder engine, but will travel faster and it looks smarter.

It costs £1,109 17s., including tax and is offered in two-tone colour schemes, the head lamps are hooded and there are stainless steel wheel discs with cooling slots. I hope they have improved the gear-change mechanism.

Two carburettors are fitted and the engine produces 102 brake horse-power compared with the Westminster's 85. No one who saw Ken Wharton driving an A.90 in the recent production car race at Silverstone will doubt the new car's ability to make safe, effective use of its brother's greater urge. A Borg-Warner overdrive unit, giving extra ratios on the two top gears of a four-speed box, is fitted as standard. Top speed is close on 100 m.p.h.

THE NEW HILLMAN MINX WITH ITS "ATTRACTIVE, SOPHISTICATED LOOKS": It is a brand-new design, but incorporates all the lessons learned since the first Minx appeared twenty-four years ago. *On right*—There is comfortable room for three persons on the rear seat. An increase of 3 ins. in the wheelbase makes it possible to seat all the car's occupants "inside" the axles, and the wheel arches at the sides of the rear seat have almost entirely disappeared from view. The home market prices for the new models are: Minx de Luxe Saloon, £773 17s.; Minx Convertible, £848 17s.; and the Minx Special Saloon, £748 7s.

The Standard Motor Co.'s warning that they would have to increase the prices of their Standard and Triumph models if sales did not greatly improve has, unfortunately, proved all too necessary. They have announced price increases ranging from £45 (including tax) on the Triumph T.R.3 sports car to £9 on the Standard Ten saloon. The new Vanguard, for which there is still a brisk demand, costs a total of £39 more, bringing the overall price to £938 17s.

It was in the middle of March that Mr. Alick Dick, Standards' managing director, warned that he might have to put his prices up. It followed closely the British Motor Corporation's decision to increase all Austin and Nuffield prices by 7½ per cent.

Mr. Dick, who has since been caught up in the throes of the country's worst "automation" strike, said in his March statement that he was concerned with the ever-increasing costs of production due to higher material prices and lower output.

It is this rise in production costs which gives a special significance to the price reductions recently announced by Daimler and Armstrong Siddeley. These two old-established specialist firms must find sales sagging badly (thanks to purchase tax, the credit squeeze and increasing competition) to make them drop prices at a time like this.

The people behind the proposed Institute of Advanced Motorists may not realise it, but they are following in the more humble, localised footsteps of organisations in London and the north of England who have for some time tried to promote road safety by operating a voluntary advanced test for motorists who take a pride in their driving.

One of these bodies operates at Finchley, in North London, and they have been making a very good job of their efforts to foster higher standards of roadmanship. There are a number of M.P.s behind the Institute idea, which envisages a nation-wide movement and for which Ministry of Transport backing is claimed. Also on the Institute's provisional Council are Lord Sempill and Mr. Stanley Dawes, president of the Institute of the Motor Industry. One of their colleagues is the managing director of one of Britain's leading motoring schools, and this fact has given rise to a suspicion that an element of commercialism may creep into the scheme. The Institute will have to take good care to allay these misgivings, else the project is as good as doomed before it even starts to operate.

Motorists would have to pay a fee of perhaps two guineas to undergo their advanced test. If they passed it, they would be entitled to become members of the Institute for a subscription of ten shillings a year and to display on their cars a distinctive membership badge.

It is also planned that a motorist who holds the Institute's advanced driving certificate should be eligible for a bigger "no claims" bonus under his insurance policy. The motoring organisations—the A.A. and the R.A.C.—seem lukewarm in their enthusiasm for the scheme. Perhaps they see potential snags, including the risk of commercialism. Perhaps they are slightly jealous of a new organisation trying out something which they themselves might like to handle, even if there are reasons which prevent their tackling it.

I personally think that any scheme like the Institute idea, which sets out to improve the standards of driving in this country, should not be lightly dismissed.

After January 1, 1959, signalling lights on all cars in Britain will have to be amber in colour and between 100 and 500 candlepower. Semaphore arms will still be legal. So will the sensible "ear" lights fitted to the roofs of many cars. If flashing light signals are installed at the back and front of a car, in the modern, much-criticised style, they will have to be separate from the side lamps and rear lamps.

These changes were announced recently by the Minister of Transport, Mr. Harold Watkinson. I am one of those who hoped he would ban winking lights altogether and insist on the more sensible semaphore arms, which were once considered good enough until the British manufacturers found they could not sell their cars in certain countries unless fitted with flashers.

But I will go so far as to say that the Minister's insistence on the use of amber and on the separation of winkers from all other lights will help to make flashing trafficators less objectionable and a great deal safer.

I looked in at the Ministry of Transport the other day to have a peep at some of the models prepared in connection with the proposed motor road from St. Albans to Rugby (first stage of the London-Yorkshire motor way). They made a heartening sight. After seeing them, one could almost believe the road really *will* be built.

There to explain the models was Sir Owen Williams, whose firm made them. They are the Ministry's consulting engineers for this section of the overall scheme. Sir Owen explained that the big problem in building the long-delayed motor road is the construction of the many kinds of bridges involved. They include fly-overs (for uninterrupted traffic flow at road junctions), canal and river bridges, cattle "creeps," and flood arches.

Most interesting model of all was that of the two-level junction at Luton, where the London-Birmingham road will pass right over the Dunstable-Luton road, with links to feed vehicles from either road to the other without having to cross the traffic stream. This "fly-over" alone will cost more than £100,000. Six of these two-level bridges are planned for Britain's first motor road.

Even if there are no unexpected delays it will be at least four years before this new road is ready for use. It is badly needed. And it is only one of many such roads needed in Britain. What a pity no one has yet devised a way of making the roads a party-political issue!

HOLIDAY RACING AT CRYSTAL PALACE: Stirling Moss (No. 22), in a Cooper, is engaged in a duel with S. Foreman in the Norbury Trophy Race on Whit Monday. Moss won at an average speed of 75.55 m.p.h. About 40,000 people attended the races.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s, and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

ROYAL ARTILLERY REVIEW AT WOOLWICH: General Sir Robert Mansergh, Commander-in-Chief United Kingdom Land Forces, reviewed the Royal Artillery of the 3rd Infantry Division at Woolwich last week. The picture shows guns and "Quads" of 49 Field Regiment passing the saluting base, in the right background. On the left can be seen a section of the Royal Artillery Band. The occasion was the 240th anniversary of the raising of the Royal Regiment of Artillery, at Woolwich on May 26, 1716. The units parading included 20, 26 and 49 Field Regiments.

GUNNERS AND INFANTRY ON PARADE

The Gunners' Birthday at Woolwich; New Colours for the 1st Battalion, Duke of Wellington's Regiment

AIRCRAFT AND ANTI-AIRCRAFT: General Sir Robert Mansergh (on right) inspects the guns of 34 Light Anti-Aircraft Regiment at the Woolwich review. *Below*—Light planes of 1903 Air Observation Post Flight R.A.F. peel off during their fly-past. The parade consisted of 570 officers and other ranks and 90 guns.

NEW COLOURS FOR THE DUKE OF WELLINGTON'S REGIMENT: The Duke of Wellington presented a new Queen's Colour to the 1st Battalion of the Regiment at Chisledon Camp, near Swindon, Wilts, last week. This regiment was named after the first Duke, and is the only one to bear the name of a person who is not of Royal blood.

The World of Books—By VERNON FANE

A ROYAL AIR FORCE SAGA

The Recollections of Sir John Slessor ; Baldwin, by his Son ; The Story of the Post Office ; H. E. Bates' New Book and Other Novels

SIR JOHN SLESSOR joined the R.F.C. from school (Uppingham) in 1915, was on the staff of the Central Flying School when the R.A.F. was created in 1918, and rose to become a Marshal and Chief of Air Staff. In other words, the lot. His " recollections and reflections " are in a formidable book of 700-odd pages entitled THE CENTRAL BLUE (Cassell. 30s.). It is a book which will be examined and quoted by military historians for decades to come, for here is a truly brilliant staff officer placing on record, with the prose style of a scholar, the course of events in which he participated in making history.

The ordinary reader who goes along through much that is necessarily technical will be rewarded by characteristic thoughts on huntin', fishin', shootin'—and even flying—and will get the impression of a brave, tenacious and indomitable character. The quiet demolition of the Beaverbrook myth in the early days of the Ministry of Aircraft Production is a masterpiece of economy and understatement.

Some politicians have been gifts to the cartoonists. This has generally been because of some physical idiosyncrasy or some quirk of dress. With Stanley Baldwin, square, solid and unremarkable of feature, it was, of course, his pipe that attracted the public's eye and the artist's pencil, and, English predilections being what they are, seemed to typify the wholly reliable and essentially English statesman. Since his death in December 1947, Baldwin's reputation and his record have been under attack from informed as well as from " popular " sources. Now Mr. A. W. Baldwin, his younger son, has written MY FATHER : THE TRUE STORY (Allen and Unwin. 25s.) which, besides being a work of filial piety, is a thoughtful and moderate attempt to present Stanley Baldwin in an unshadowed light. " It will be clear that I am biased," the author writes. " Yet who is not ? . . . If blood be thicker than water, so is bile."

LORRAINE SQUADRON (Cassell. 13s. 6d.) is the story of a fighting force that was recruited towards the beginning of the war from places as far apart as Tahiti, Shanghai, North Africa and South America, Hollywood and Port Said. It also included people who had suffered in Spanish prisons and German concentration camps. They were all French, even if some of them had never seen France before, and in their early days they were known as the Free French Flight. M. Paul Lambermont, who has written the story of their exploits from their small beginnings in Equatorial Africa to the final triumphant return to France, was one of the pilots. M. Pierre Mendès-France was another. The translation of this story of courage and endurance has been made by Mr. Anthony Pirie.

The troubled history of the mail has been written, with as much erudition as verve, by Dr. Laurin Zilliacus. FROM PILLAR TO POST (Heinemann. 15s.) is absorbing reading especially for those of us whose knowledge of the subject is limited to a recognition of Rowland Hill's name, a fact or two about the penny post and a vague idea that mail boats or mail packets have existed for hundreds of years. The author of this book, however, is out to enlighten us and, in order to give an over-all picture of communications, has started with some account of the signal fires of pre-history and ended with air mail and the foundation of the Universal Postal Union, which to-day serves many millions of people.

Miss Susan Ertz has chosen an apt title for her new novel about a rich and cosmopolitan American family in the '20's and '30's, who travel between New York, London and Paris and are at least as securely at home in the last as in the first. CHARMED CIRCLE (Collins. 13s. 6d.) takes the good-looking and fortunate quintet—father, mother, daughter and two sons—from their happy early years to their maturity and shows the effects of the cocoon-like atmosphere of ease and self-sufficiency in which the children have been reared. They are all nice people. They have few friends because they find enough fun and stimulation in their own family, but those friends they make are willing to accept them at their own valuation.

A CHELSEA PENSIONER EMBROIDERS A KNEELER : He is one of a cross-section of Chelsea inhabitants who have embroidered kneelers, or hassocks, for use in Chelsea Old Church. An exhibition of 160 kneelers is being held at the Royal Hospital until June 9, in aid of the rebuilding of the church. They portray historic Chelsea characters and the romantic episodes that have made them famous.

Then comes the first crack in the fine porcelain of their existence and although nothing alters their devotion to each other, the reader, very like one of their own close friends, begins to see how ineffectual they are in handling anything like a personal crisis. Miss Ertz writes as compellingly of her characters as if they were figures of Greek drama and it is difficult to leave the book even for the interval of a meal.

NEVER TOO LATE (Hamish Hamilton. 13s. 6d.) is the new Angela Thirkell, and if there is anyone in the class who hasn't been doing their homework I will add that this novel is a further extension of our knowledge of Barsetshire, where everybody, except the Bishop, is both county and kind, and where servants are not only plentiful but have a proper idea of service. Most of the characters will be familiar to the more assiduous readers of Mrs. Thirkell's work and that, of course, is an advantage in following the much ramified relationships of these landed gentry who might seem to a New Boy among Thirkell students to intermarry with all the insouciance of the Pharaohs. Though sisters, as one of those Barsetshire authorities might remark, are another thing. I don't propose to give the slightest indication of the plot of this book. This is a defensive move that most admirers of this author are apt to make and one that saves them from considerable involvement. I will say, however, that it is a highly amusing addition to Barsetiana and another glimpse of a golden, mannerly Never-Never Land.

THE SLEEPLESS MOON (Michael Joseph. 15s.) is the story of a loveless marriage that ends in disaster, but having said that, literally exact as it is, one has given no idea of this exceptional novel in which the poetry of country distances, of weather and light, of water and clouds and birds, is as essential a part as the passionate development of the tale on a human level. Mr. H. E. Bates has always shown a lyric quality in his writing when he was considering the forms, the colours or the scents of the natural scene. If he is not, in practice, a poet or a painter, he writes with those apprehensions. He is, I would say, quite intensely interested in human beings, in their domestic anxieties as much as their wider dramas. Yet in each of his novels, when all that is told there remains with the reader the almost physical memory of the countryside in which the story has been set.

It happens that I have known the Midlands very little. Through the medium of H. E. Bates' writing they have appeared, not necessarily as desirable or idyllic, but as a region of modest and satisfying beauties and in any case well worth a good writer's particularity. Altogether, a moving novel, not easily forgotten.

" What curious attitudes he goes into ! "
" Not at all," said the King. " He 's an Anglo-Saxon Messenger—and those are Anglo-Saxon attitudes. He only does them when he 's happy."

I have always pitied and even, at some risk, condoled with those who had read but never enjoyed Lewis Carroll's books. Mr. Angus Wilson, by choosing the title for his novel from the lines above, proves that he is among the élite of *Alice* fanciers, though the waywardness and originality of his prose might have showed that some ten years ago.

ANGLO-SAXON ATTITUDES (Secker and Warburg. 15s.) is a long and, as the publishers tell us with commendable restraint, complex novel which, tersely speaking, is about the excavation more than fifty years before the story opens, of the tomb of a seventh-century bishop. In this grave is also found a wooden fertility figure designed on extremely candid lines. The effect of this discovery and the problem of its authenticity are important factors in the careers of the large cast assembled by Mr. Wilson. Interesting, rather arduous, but rewarding, and I suppose the same might be said of archæology.

The pick of the detective stories this week are STRANGER IN THE DARK (Gollancz. 10s. 6d.), by Helen Nielsen, which has an admirably observed background of present-day Copenhagen and a soothingly unheroic hero, and BEDROOMS HAVE WINDOWS (Heinemann. 12s. 6d.), by A. A. Fair. This author is now known to be Earle Stanley Gardner contriving to write a little more toughly under his *nom de plume*. The setting for this book is California.

NANGA PARBAT

Himalayan Triumph and Tragedy

On June 2, 1953, word came out of Katmandu that two members of the British Himalayan Expedition had reached the summit of Mount Everest. To the German climbers who were then toiling in the great northern half circuit of the Kashmir Valley, trying yet again to reach the windy summit of Nanga Parbat that had so long defied all efforts, the news was like a draught of champagne. And so, on July 3, Nanga Parbat, seventh highest known peak in the world and considered by many the most treacherous, was scaled by Herman Buhl. He was an Austrian who went alone from the topmost camp to attain the summit at the close of a day in which he had seemingly summoned up all his last resources of strength and courage. The sun had disappeared behind the Hindi Kush when Buhl began his descent, and so he spent the night amid the rocks almost on the roof of the world. Herman Buhl's triumph is described briefly but effectively in Paul Bauer's THE SIEGE OF NANGA PARBAT, 1856-1953 (Rupert Hart-Davis. 25s.). The author, who led the German Nanga Parbat expeditions of 1937 and 1938, starts with Adolf Schlagintweit's survey of 1856, and goes on to describe the ill-fated attempts of Mummery and Willy Merkl, the former in 1895 and the latter in the 1930's. It is a sombre record, but the result is a most important contribution to mountaineering literature.

The memoirs of Charles Richard Cammell, for the most part a personal record of the intellectual life as lived in the city of Edinburgh, are continued in his new volume, HEART OF SCOTLAND (Robert Hale. 18s.) To a southerner, they may possibly prove of limited appeal. Mr. Cammell is a versatile and original man of letters—poet, satirist, biographer, essayist, playwright, editor and critic of the arts—but some may feel that his sense of values is inclined to be at fault. For instance, he devotes much space to his unsuccessful candidature for the Watson Gordon Chair of Fine Art. However, Cammell's versatility is remarkable. He emerges from these pages as, among other things, a swordsman of finesse, who has taken part in many memorable bouts.

Elizabeth Stucley made a journey to the Hebrides in the track of Johnson and Boswell, to discover as they are to-day the places and houses visited by that famous pair on their tour of 1773. The author even contrived to meet many of the descendants of those with whom Johnson and Boswell conversed. Beyond doubt she met on her travels the same warm-hearted hospitality as that which the great lexicographer and his biographer received. She found that John Boswell of Auchinleck has much of the sociability of his kinsman James, and that the MacLeods of Dunvegan have still " the family spirit " upon which Boswell commented. A HEBRIDEAN JOURNEY (Christopher Johnson. 18s.) is written with an obvious devotion to the memory of the two learned travellers of 1773. It is most valuable and entertaining.

Britain has lost the habit of Victorian days in claiming at fairly frequent intervals new territories for her Britannic Majesty. But on September 18, 1955, there was an interesting though modest enough return to previous practice when the Union Jack was unfurled upon the island of Rockall, and Britain took possession in the name of Her Majesty the Queen. James Fisher's ROCKALL (Geoffrey Bles. 18s.) does something more than tell the story of that landing, hazardous though it was in those stormy seas ; it is an account of the plant and animal life of one of the remotest small islets of the world by a patient and erudite observer. It is an account, too, of previous landings and shipwrecks which made Rockall's a most exciting story.

In CREATURES OF THE DEEP SEA (Allen and Unwin. 18s.), Klaus Günther and Kurt Deckert draw on a great fund of detailed knowledge to describe the strange fauna which inhabit the unfamiliar and profounder depths of the oceans of the world. They show the remarkable adjustments which enable creatures to live amid cold and scarcity, and of the wildly grotesque appearance of many of them. Over 150 drawings illustrate the appearance of these eccentrics of the deep.

Leonard Cottrell, well known for his books on ancient Egypt and for his work on the radio, tells of 2,000 years of Pyramid exploration in his new book, THE MOUNTAINS OF PHARAOH (Robert Hale. 16s.). Mr. Cottrell occasionally avoids the beaten path of pure scholarship to describe some of the more lively adventures of the great explorers. The result is a book of absorbing interest and high entertainment.

Performance to excite you...

For fast touring or gracious living . . . the Sunbeam is unexcelled. Rally endurance and responsive engine make this a peer among high-performance sports saloons. Two-tone elegance, armchair comfort and attention to the small luxuries complete your pride and pleasure in a really brilliant car. £835 (P.T. £418.17.0)

Overdrive, White-wall Tyres and Overriders available as extras.

A ROOTES PRODUCT

Supreme

SUNBEAM

Mark III sports saloon

Sunbeam-Talbot Ltd. Coventry. London Showrooms and Export Division: Rootes Ltd. Devonshire House, Piccadilly, London, W.1

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

"IT 'S EASY TO TAKE IT EASY . . . IN IRELAND, so near to home, so far from care." So says the Irish Tourist Bureau. Never was there a better example of truth in advertising, for nowhere in the world will you find a more carefree atmosphere.

Before I go on to suggest places to visit, let me illustrate this absence of worry. Last year my wife and I arrived one afternoon at our journey's end in Dublin. The problem of car parking is as acute here as anywhere, and we were in despair as to where we could leave the self-drive car we had hired while arranging for the firm to collect it. Ultimately we parked it on *the wrong side* of the street where unilateral parking was allowed on alternate dates. Half an hour went by, an hour, and still the car was not collected. After lighting-up time we grew concerned ; we explained our predicament to our host in the hotel, who said : " Sure, there is nothing for you to be worrying about. There is only four hours to midnight, when it will be parked on the right side of the street ! "

I read an article quite recently from the pen of Mr. Jack White, the Feature Editor of *The Irish Times*, in which he said : " To say that Ireland's greatest asset as a tourist country is the Irish people is easy, and sounds glib. But the officials whose business it is to analyse the comments of departing tourists can confirm that, to the majority of them, the strongest and most pleasant impression is of the friendliness of the people and the easy informality of Irish life. These are the things that bring the visitors back a second time. To-day's problem is how to catch them the first time."

My wife and I are in entire agreement, but if you look for a Bournemouth, a Brighton, a Scarborough or a Sidmouth, you will be disappointed, for such resorts do not exist. On the other hand, if you seek virgin sands we can put you on the right track. All Irish roads lead to Dublin, and they are not the crooked, rocky roads that may have prevailed in the days of our grandfathers. To-day, even in Connemara, they are remarkably good, and on the whole free from traffic. The main trouble to many private-car owners is the high cost of conveyance across the Irish Sea ; unless you are prepared to spend at least three weeks in the country it is best to hire a self-drive or chauffeur-driven car. This system is very reliable, providing you do not want one at the tail end of the season.

For a self-drive car it is best to start at Dublin and, if you wish, I can put you on to at least two firms who have proved to be entirely reliable. From Dublin it is a case of hugging the coast, whether you go north or south-west. If time is limited, you should make direct for the vicinity of Cork. There are a number of places, other than in the city itself, which are worthy objectives, for example : Ahanesk House, Midleton, Co. Cork. It stands on the water's edge of a sheltered inlet off Cork Harbour, and although it was only opened a year ago it is becoming well known for its catering, comfort and the friendliness of its owners. Westward of Cork, where the River Owenabree runs into Cork Harbour, stands The Grand Hotel, Crosshaven. A pretentious name for an hotel which does not put on grand airs, yet you can be comfortable there and Mr. W. J. Murphy (a Royal Hibernian trained man) supplies an Irish welcome.

From the Cork area set yourself a direct course for the Bantry Bay district. Ballylickey, just beyond Bantry, is the place to make for, for here is Ballylickey House Hotel which, thanks to its resident owner, Mrs. Philip Graves, has quite a cachet of its own. About another two or three miles down the road is Ardnagashel House where, except for the October–March period, Ronald and Audrey Kaulback have all the answers for a carefree holiday. On towards Killarney, and westwards to Waterville, a small sign nearing Parknasilla will direct you to Tahilla Cove, a gem of a guest house where Charles Waterhouse and his wife put on lotus-like food. Here you could not care less about an automation age. At Waterville life begins again, but it is purely concerned with sport. At the famous Butler Arms, fishermen, golfers and all who have no worries for the day or the morrow converge year after year under Mrs. Huggard's hospitable roof. Others stay at The Southern Lake Hotel, again greatly sought after for its brown trout and salmon fishing. Here you may come as a novice, but after tuition from a ghillie the chances are that you will have more than beginner's luck.

Travelling up the West Coast, make a point of staying for a night or more at The Dunraven Arms at Adare, a charming village about eight miles south of Limerick. Here is an eye-opener to excellence—many rooms with private bathrooms and smiling service. North-west of Limerick is Kilkee, a small unspoilt place for those who shun the sophisticated resort, and for family holidays by the sea The Hydro Hotel is ideal. Reverting to the main road from Limerick to Galway, note well that friendly hotel, Glynn, at Gort, where Mr. and Mrs. O'Brien have always time for a chat with a stranger. Now for Galway and Connemara ; see these and return to Dublin through Athlone and you can leave the rest of Ireland over for another year. Personally, we enjoy staying at Galway's seaside playground, Salthill, where we find The Warwick consistently satisfying. From there, although it is only twenty-one miles, it is like stepping into another world to stay at "Currarevagh," at Oughterard, a tucked-away hotel, where Mr. and Mrs. Henry Hodgson give one a generous insight into life in an Irish country home. Whether it is sport or quietude you seek, " Currarevagh " can supply both.

There is a fine road from Galway to Dublin by way of Athlone, where you are fortunate to find The Athlone Arms. And so back to Dublin, the beginning and the end of what should prove a highly satisfying first or return Irish holiday. For a capital city you cannot go wrong if you choose one of the following : in the top grade there is The Shelbourne, The Gresham, The Royal Hibernian and Hotel Russell, and in a lesser price category The Wicklow and Hotel Ivanhoe. It is easy to take it easy in Ireland and the itinerary I have suggested is quite sufficient for a fortnight's going.

ABERDOUR, FIFE. WOODSIDE HOTEL
On the sunny Fifeshire coast, within three-quarters of an hour's reach of Edinburgh, this most comfortably furnished hotel is famous for its cuisine and cellar, and as a holiday headquarters has every amenity close at hand : Golf, Fishing, Tennis, Boating and Bathing. Tel. : Aberdour 8.

BEMBRIDGE, Isle of Wight. PITT HOUSE COUNTRY CLUB
Utterly different from the average seaside hotel—we aim at high standards of food, wine and creature comforts, and consequently only appeal to those who seek seaside privacy coupled with gastronomic pleasures.

NR. BOURNEMOUTH, Sandbanks. HARBOUR HEIGHTS HOTEL
Outstanding in its position overlooking Poole Harbour, the sea and the Purbecks. Outstanding in food, wine and service. Golf (Parkstone), Sailing, Sea and Sands close by. Tel. : Canford Cliffs 77272.

CIRENCESTER, Glos. STRATTON HOUSE HOTEL
For both sport and country. Hunting, Squash, Golf, Tennis, all close at hand. A Cotswold countryside rich in scenery and a lovely Cotswold Manor, comfortable, warm and renowned for its cuisine and cellar. Tel. : 835.

DUBLIN. THE GRESHAM HOTEL
offers those visiting Ireland the utmost in bedroom comfort ; 150 rooms with radio, central heating, iced water, and 24-hour service. Many private bathrooms and suites. The Gresham Grill, Cocktail Lounge and Ballroom are the social hub of Ireland's capital. For Reservations write T. O'Sullivan. Tel. : 46881.

JERSEY, C.I. ST. BRELADE'S BAY HOTEL
in Britain's farthest south, a delightful spot for holidays. An unparalleled position, facing sands and sea. We provide first-class food and service for the discriminating. Nightly dinner dances. Cocktail lounge.

JERSEY, C.I. "SEA CREST" Petit Port (2nd Reg.)
may be the place you seek, petite and picturesque. In this converted old farmhouse visitors enjoy our excellent cuisine, and love the holiday informality.

LINDFIELD, Sussex. COUNTY HOTEL
1 mile from Haywards Heath main line station, stands this lovely mansion, immune from sound of passing traffic. Its purport is mainly residential, with hotel catering and comfort happily blending with country house pursuits. Write A. G. Sturdy, Resident Director. Tel. : 2358

LLANDUDNO, N. Wales. ST. GEORGES HOTEL
first on the front for cuisine, service and entertainment. Come this year to share the sea and scenery with us ! Enjoy our excellent cuisine, ballroom and cocktail lounge. Free Golf. Write F. Perl. Tel. : 7873.

LONDON, N.W.4. HENDON HALL
First-class Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine ; fully licensed ; phones all rooms ; suites with private bath. Hard tennis, Putting, Billiards, Swimming Pool. Adjoins Hendon Golf Club. Hendon 1456.

ST. IVES, CORNWALL. ST. IVES BAY HOTEL
unrivalled position overlooking sea and sands. 52 bedrooms (some private bathrooms). Excellent cuisine. Dancing twice weekly. Tennis courts. Service garage. Licensed. Open end April to October. Write for brochure, or Tel. : 106.

ST. MAWES, CORNWALL. HOTEL TRESANTON
Lovely country house in sheltered bay, with terraced gardens to water's edge. Beautifully furnished, every modern convenience. First-class cuisine. Club Bar. Sailing, Fishing. Terms from 47s. 6d. per day. Trains met Truro. Tel. : 322.

SIDMOUTH, Devon. BELMONT HOTEL
Best in its own class ! Occupies excellent position extending to sea-front. Refined and unostentatious. Telephones in all bedrooms. No music or dancing, but fully licensed. Famous for catering and comfort—always abreast of the times. Tel. : 1555.

SIDMOUTH. VICTORIA HOTEL
Facing sea. Food you will enjoy. An attractively furnished room. Breakfast in bed. Telephone and Rediffusion radio by your bedside. Dancing, Golf, Bridge, Putting, Cocktail lounge, Billiards. Come and be spoilt ! Tel. : 951.

ROYAL TUNBRIDGE WELLS. THE SPA HOTEL
Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel. : 20331 (3 lines).

WESTGATE-ON-SEA, KENT. SEA GRANGE
This 35 bedroomed hotel with uninterrupted views over sands and sea is now booking for family holidays. Bracing air, bountiful fare and bathed in sunshine. Licensed. Tel. : Thanet 31698.

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
One of Britain's best-run Country Hotels, only 30 mins. from London's West End. Own Swimming Pool, Sporting Golf Course, Tennis, Squash, Dancing, Billiards, Bowls—all free to residents. 60 acres grounds, 150 rooms (many with private bath) ; self-contained suites. Moderate inclusive terms. Brochure. Weybridge 4242.

TORQUAY, GRAND HOTEL

For your Summer Holidays

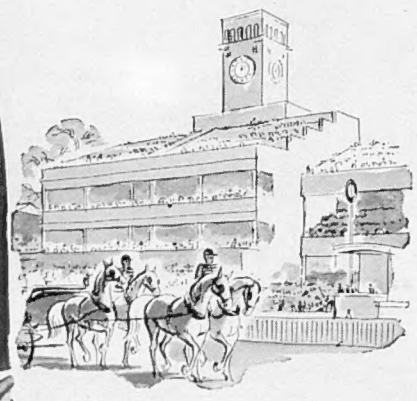
Facing full South, overlooking Torbay, with tennis, squash, golf and dancing all free to residents.

Write O. R. Paul.

Tel. : 25234.

When it's an occasion...

Morning Suits for SALE or HIRE



MOSS BROS & CO LTD

OF COVENT GARDEN

THE COMPLETE MAN'S STORE

Junction of Garrick & Bedford Streets, W.C.2
Temple Bar 4477 AND BRANCHES

BURNETT'S WHITE SATIN GIN

It's as smooth as satin
–and costs no more than ordinary gins!

Available in all sizes

Only by having your shirts made for you can you be sure of having everything your way. Whether you are broad across the back, long in the arm, have your own individual taste in collars, cuffs and buttons, you will find that a 'Tricoline' shirt, deftly made-to-measure by Horne Brothers, brings a sense of comfort and well-being far beyond the purchase price - 63/-, including two 'Trubenised' collars. With 'Trubenised' collar attached - 58/6. Soft collar attached - 57/6.

P.S. Come and choose from our new range of modern plain shades and colours.

HORNE BROTHERS · LIMITED

HORNE BROTHERS LIMITED, 415/417 OXFORD STREET, LONDON, W.1
Branches throughout London and Principal Cities

56.H.1

India WELCOMES YOU

Moonlit temples on the banks of holy rivers . . . ceremonial processions ablaze with colour . . . peasant crafts and Mogul splendours . . . India, gorgeous with the magnificence of the past, offers all of these—together with air-conditioned hotels, on-time railways, and efficient airlines.

India—modern India—fabulous and friendly, welcomes YOU.

Illustrated brochures and suggested itineraries from your Travel Agent or

GOVERNMENT OF INDIA TOURIST OFFICE
28 Cockspur St., London. S.W.1. TRA 1718

Casual Clothes for men at leisure

Perfectly tailored Jacket in natural colour pure Irish Linen. Cool and comfortable for Summer wear. Partly lined. In regular, long and short fittings.
Chest sizes 36 *to* 44 *ins.* **6 gns.**

Terylene and Worsted.
The trousers, immaculately tailored in 55 *per cent. Terylene* 45 *per cent. Worsted material, retain their creases and seldom need pressing. Self-supporting adjustable waistband, and zip front. Medium Grey only. Waist sizes* 30 *to* 44 *ins. Please give waist and inside leg measurement when ordering.* **99/6**

The Man's Shop, Lower Ground Floor, with a direct entrance from Piccadilly Circus Underground Station, has a wide range of lightweight clothing for men at home or abroad.

Inland orders post free

Swan & Edgar

SWAN & EDGAR LTD., Piccadilly Circus, W.1. Regent 1616

"No horseshoes in our business"

This label proves that Ferodo Anti-Fade linings have been fitted. Look for it after a re-line.

'The garage man doesn't indulge in lucky guesses ... he relies on his experience. That's why he recommends that you have a regular brake check every 2,500 miles. Only then is it possible to *know* that your brakes will respond efficiently in an emergency.

See your garage about a brake-check as soon as you can!'

That's the advice of a man you can trust . . . a garage man. When, eventually, your brakes need re-lining, he'll use a product he can trust—Ferodo Anti-Fade Brake Linings.

EXPERT ADVICE ON BRAKES MAY SAVE LIFE—*MUST* SAVE MONEY

See your garage about

FERODO

ANTI-FADE Brake Linings

FERODO LIMITED · CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Organisation*

Suchard

"For those with a taste for the best"

SUCHARD CHOCOLATE LTD., LONDON, S.E.16

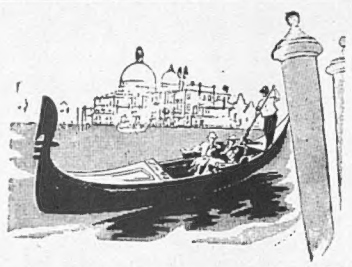
The best gift of all for Britons overseas! *To mark the remembrance of a birthday or to celebrate an anniversary: for business friends or clients overseas, what better or more welcome gift can you give than a subscription to The* SPHERE*?*

In every issue The SPHERE *records and illustrates important events throughout the world and contains many other features of outstanding interest, particularly of happenings in Britain and the Commonwealth.*

Your regular bookstall or newsagent will gladly arrange subscriptions for you. Alternatively, just write to The Publisher, The SPHERE*, Ingram House, 195-198, Strand, London, W.C.2.*

Subscription rates for 12 months

Home : £6. 1.6
Overseas £5.19.0
Canada £5.14.6



THE **LEISURELY TOURS**
with longer stays at places

The Vienna Tour—The French Alps
Lovely Austria and the Dolomites
Mountain Hotels and Alpine Flowers
Scandinavia, Capitals and Fjords
Sicily and the Sorrentine—Italy, the leisurely way
Holy Land and Greece—Moorish Spain and Tangier
Portugal and North Spain
The Grand Tour of Europe

(From 72 gns.)

Ask for Brochure 'SPH'

LAMMIN TOURS LTD

67, Blenheim Terrace, London (N.W.8)
Telephone : MAI 4321 & 7898 (Or Agents)

SKYHI "MINOR"

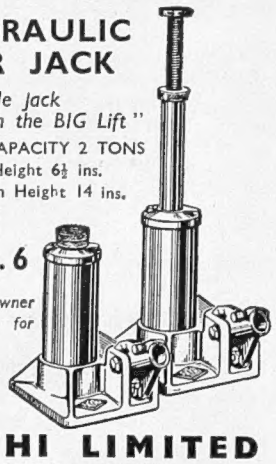
HYDRAULIC CAR JACK

"The Little Jack with the BIG Lift"

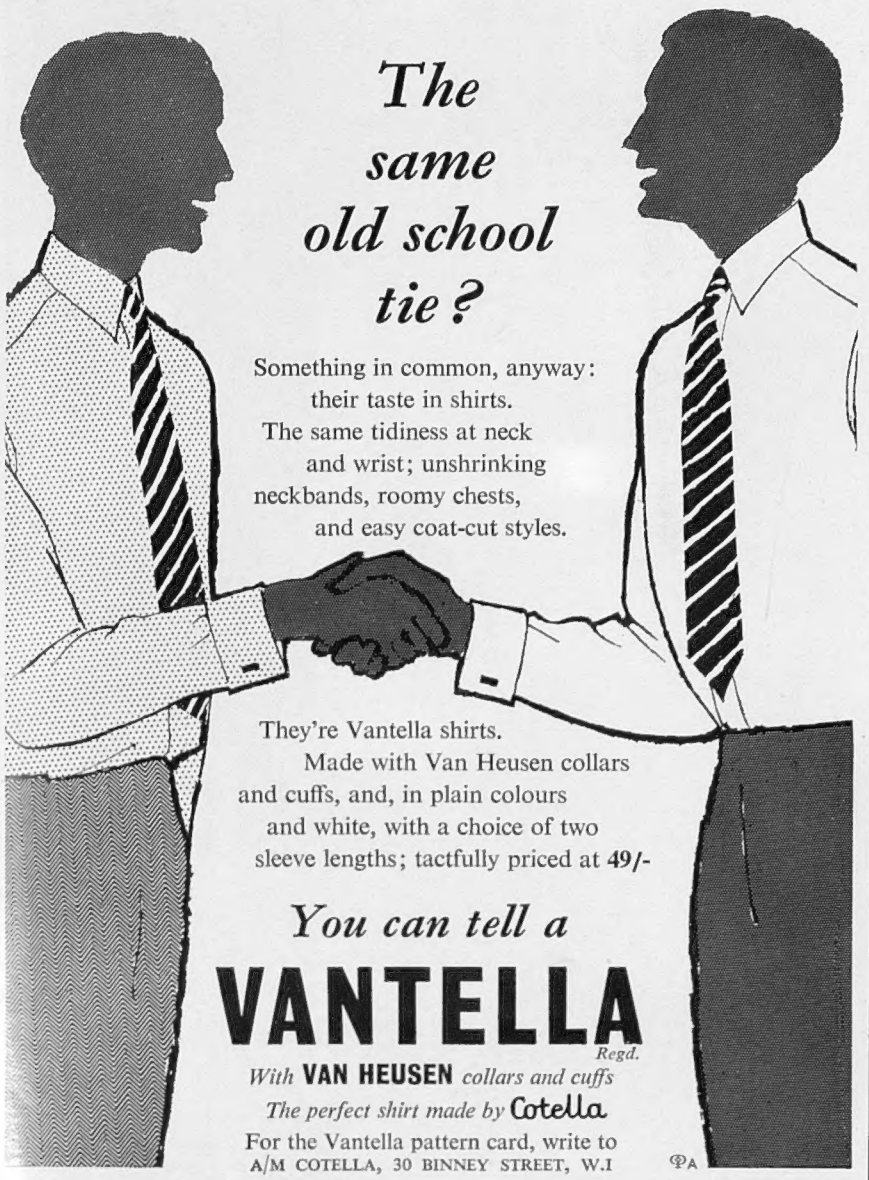
LIFTING CAPACITY 2 TONS
Closed Height 6½ ins.
Maximum Height 14 ins.

PRICE
£5.12.6

Every car owner should write for details



SKYHI LIMITED
SKYHI WORKS
WORTON ROAD, ISLEWORTH, MIDDX.



The same old school tie?

Something in common, anyway:
their taste in shirts.
The same tidiness at neck
and wrist; unshrinking
neckbands, roomy chests,
and easy coat-cut styles.

They're Vantella shirts.
Made with Van Heusen collars
and cuffs, and, in plain colours
and white, with a choice of two
sleeve lengths; tactfully priced at **49/-**

You can tell a

VANTELLA *Regd.*

With **VAN HEUSEN** *collars and cuffs*

The perfect shirt made by Cotella

For the Vantella pattern card, write to
A/M COTELLA, 30 BINNEY STREET, W.1

PA

The only

TUBELESS TYRE

with the ***EXTRA GRIP***

ALL-WEATHER TREAD

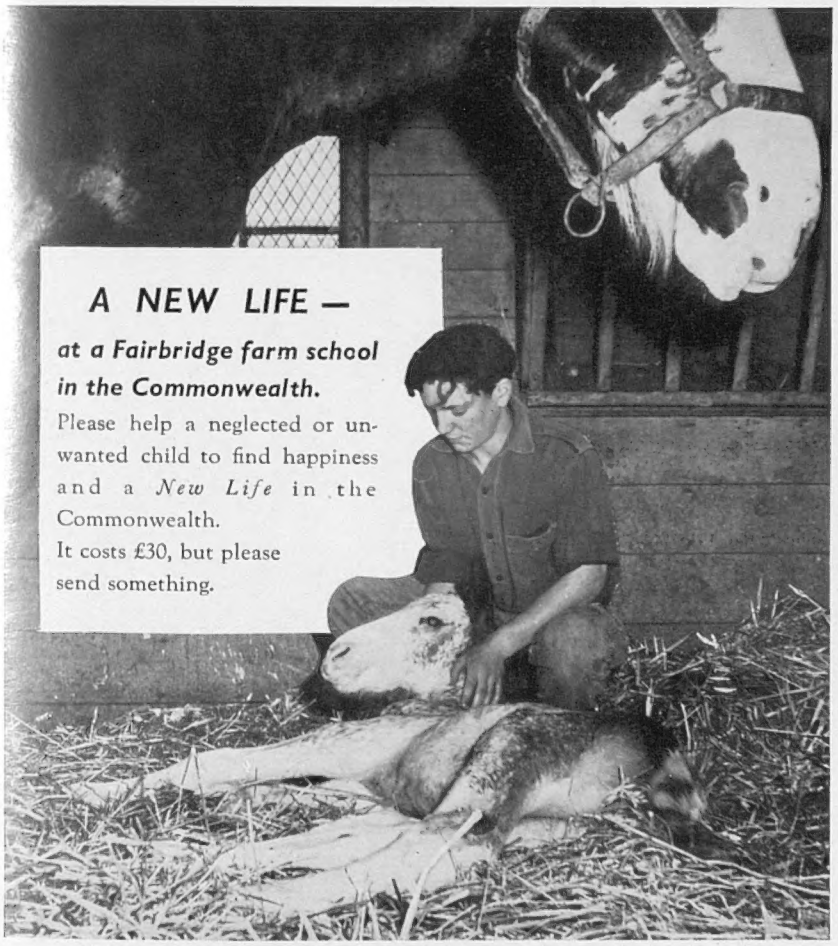
Unmatched for today's fast family cars

Here's the complete answer to the demands of today's fast family cars. It is the All-Weather Tread by Goodyear. Complete because it combines *two* exclusive features. *The first* is the famous and now improved non-skid diamond tread with its hundreds of Stop-Notches. This matches present high speeds, powerful acceleration and braking — ensures quick, safe stops, steadier cornering. *The second* is Grip-Seal Construction, an exclusive tubeless tyre-building process that offers maximum puncture and burst protection. Change now from winter tyres. Fit the All-Weather Tread for long trouble-free mileage.

ALL-WEATHER TREAD by

GOODYEAR

Also in tube-type



A NEW LIFE —

at a Fairbridge farm school in the Commonwealth.

Please help a neglected or unwanted child to find happiness and a *New Life* in the Commonwealth.
It costs £30, but please send something.

THE FAIRBRIDGE SOCIETY

resident
H.R.H. THE DUKE OF GLOUCESTER, K.G., K.T., K.P.

Director : W. R. Vaughan, O.B.E.

38 Holland Villas Road, Kensington, London, W.14 **Tel : Park 6822**

ALL OVER THE WORLD B·O·A·C TAKES GOOD CARE OF YOU

BRITISH OVERSEAS AIRWAYS CORPORATION

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JUNE 2, 1956. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.